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CRUISING WORLD[®]

MAY 2015

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The 56-foot McCurdy and Rhodes aluminum cutter *Morgan's Cloud* lies at anchor in Maiden's Arm, on Hare Bay, Newfoundland. Photo by John Harries

AZUREE 46

THE BEST OF ALL WORLDS

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Enough!



Mark
Pillsbury

To be honest, I'm not a fan of the Ides of March. True, mine this year was better than Caesar's in 44 B.C. Still, that day I felt a burning fury at having been tricked again by evil weathermen who conspired behind my back with Mother Nature to do me — to do us — in with a full-blown whiteout when only a few snow showers had been forecast. "Will this winter never end?" I shouted to the wind.

Just three days earlier, March 12 — I remember it well — I stepped off my boat at the marina where I live in Newport, Rhode Island, and onto the dock, and for the first time in weeks, in months, there was no ice. There was no ice on the pier; no ice in the water; no ice on the treacherously slippery ramp that comes down from the bulkhead; no ice around any of the other boats in our little winter community, where a couple dozen families and lone maniacs had unwittingly become People of the Frost in 2015. A south wind and mild temperatures had finally done it: freed our once-solid corner of Newport harbor from the frigid grip of serial arctic plunges.

Honestly, in the decade I've stayed aboard all winter, I can't, and I don't think any of the neighbors could, recall anything quite like it.

How cold was it, you ask? If I could have found a well digger, I'd gladly have traded posteriors with him and been all the warmer for it.

It was cold enough that when the northwest gales howled across the full width of the empty harbor our boats no longer heeled, but instead ground against the ice with sickening, crunching moans. Booming cracks echoed through the hulls as the tide scraped the sheets across pilings. A dock mate walked out 20 yards or so from his boat, wandering about on the bergs like a deranged arctic fox, and even sat down for a spell to have his picture taken.

First came the cold, then came the snow. More of it and more of it. With all their snow days and nowhere to go, the sport of choice among the children



One big plus that came from the winter of 2015: The ice that packed in thick along the Newport waterfront and choked the docks of our marina did a fantastic job of scrubbing clean the crud that usually collects along the waterline. One less chore to take care of this spring!

on the docks was to sneak aboard any boat they could worm their way into and punch the shrink wrap, sending wet snow, dry snow, sleet and slush cascading down off the covers with a whoosh. Without the little dears, who knows how many canopies might have been crushed. They were the heroes of this winter.

And then there was the wind. From the northeast, gusts howled through the marina and set the rigs a-shrieking. Before the ice, the sou'westers were worse. The waves built across the open anchorage and slammed into the docks with a fury. In the worst of many blows, before the tempest abated, gusts of near 70 knots were noted. Lines snapped, transoms crashed, electrical pedestals blew over, cleats exploded.

By February's end, nearly all of Narragansett Bay was solid. Looking north and south from the Sakonnet

River Bridge, ice stretched as far as you could see. Sensing the history of the moment, marine photographer Onne van der Wal took to the sky and captured scenes the likes of which no one can recall, ones we may not (hope not) see again: A completely white Brenton Cove; a frozen-in *Oliver Hazard Perry* (see Underway, page 10); spectacular crystals of frozen brine that transformed the bay into Superman's lawn at the Fortress of Solitude.

But on that March day when the ice finally melted, hope returned. And though the Ides were cruel, that blow too could be absorbed. Because May is at hand. We survived. Our boats endured. Now, our shrink-wrap cocoons will come off, sails will be pressed on, dock lines coiled, fenders stowed and at last we can do exactly what we dreamed of this long past winter from Hell. It's time to go sailing.

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Contest
YACHTS

UNDERWAY

News and notes from
the cruising community
Edited by Jen Brett

A rare scene indeed — the tall ship Oliver Hazard Perry on a frozen Narragansett Bay in early March 2015.



On Cold

When William Shakespeare penned the famous opening lines to his play *Richard III* sometime in the late 16th century, he obviously wasn't referring to the ridiculous, frigid, historically awful New England weather in the opening months of 2015. But for those of us who endured it — including the staff of *Cruising World* here in Newport, Rhode Island — it was indeed a “winter of discontent.” It was also a never-ending season of snowfalls, shoveling, short tempers, long nights, single-digit temperatures and, in a related meteorological development, even a frozen harbor (see “Editor’s Log,” page 6). We don’t deal with that around these parts very often.

Still, most of us were a lot luckier than the plucky, hardcore crew working aboard the three-masted sail-training vessel *Oliver Hazard Perry*. At least we weren’t braving the elements to *freaking rig a tall ship*.

On March 1, marine photographer extraordinaire Onne van der Wal went airborne to record the rare scenes of Newport and Narragansett Bay — including this image of *Oliver Hazard Perry* and the adjacent Hinckley Yacht Services marina and boatyard in nearby Portsmouth — in the midst of the very deep freeze in Rhode Island. “A beautiful day with an awesome view below us of the bay with ice,” said van der Wal. “Amazing! Not something we see every winter. My second time since I moved here in 1985.”

But a slight nip in the air (yeah, right) wasn’t enough to deter the intrepid craftsmen working aboard *Oliver Hazard Perry* (which is named after a native Rhode Islander and Navy commodore, a hero in the War of 1812). Snow and sleet aside, they had deadlines to meet. After all, the 200-foot Class A tall ship — Little Rhody’s first and only — was scheduled to begin sea trials this spring in anticipation of a full slate of educational programs that will commence this summer; for full details, visit the organization’s website (ohpri.org).

“We are certainly in the grip of winter now!” the group reported in its February newsletter. “Despite the battering of storms, *Oliver Hazard Perry* is handling the weather without issue. The crew continues to work on the rig when at all possible, and exciting noticeable progress continues every week.”

Elsewhere, local sailors were not always as successful. Competitors in the Laser frostbite fleet — a hardy bunch that includes world-champion racers and ex-America’s Cuppers — were able to shovel out their boats and sail through January and early February, as were their counterparts in the Interclub fleet at the Newport Yacht Club. It takes a lot to keep these folks shoreside, but even they were completely iced out of racing by later winter storms.

At some point, most other Newporters just wandered down to the arctic waterfront, mouths agape, wondering when it all would end. “But thy eternal Summer shall not fade,” goes a line from a famous Shakespearean sonnet. By the time the wicked winter of 2015 finally ended, the question of summer fading wasn’t the issue. What everyone really wondered was: Would it ever again arrive?

Herb McCormick



Florida Anchoring Limits Are on Tap

Most who are familiar with the developments in recent years of the Florida anchoring drama know that the Florida Fish and Wildlife Conservation Commission solicited the public via meetings and a survey in 2014. Details can be found online (myfwc.com/boating/

Proposed anchoring regulations in Florida aim to address the issue of derelict vessels, but other prohibitions could affect cruisers in the state.

anchoring-mooring). As we come upon the 2015 Florida legislative session, boaters face what some believe will be an uphill battle between legislators who want to establish anchoring setbacks from residential property and those who want to preserve anchoring options for those who cruise in the state.

On Feb. 27 Senator Charles Dean filed SB1548 (flsenate.gov/Session/Bill/2015/1548). As written, it is not a friendly bill to boaters. The bill is still in its early stages and a similar house bill has not yet been offered. Contained within the bill are the following issues:

- In the definition of “safe harbor,” there is no consideration for crew incapacitation, time to obtain vessel entrance, clearance statements or time to cure these issues.
- It prohibits anchoring within 200 feet of mooring fields, public ramps and other public launch facilities. Seven Seas Cruising Association believed 75 feet was more appropriate.
- It prohibits anchoring within 200 feet of the shoreline of developed

waterfront property, between one hour past sunset and one hour before sunrise. SSCA believes if setbacks are warranted they should be established, keeping the navigation rights of cruisers in mind. It does include prohibitions on anchoring derelict or near-derelict vessels. SSCA viewed this as a positive step in addressing derelict vessels.

• It provides for noncriminal infractions, which include fines of \$50 for a first offense, \$100 for a second offense, and \$250 for a third and subsequent offense, and misdemeanors if one fails to respond to citations to appear in court.

SSCA has suggested that anchoring restrictions off private property should be addressed with the following wording: Prohibit the anchoring of vessels within 75 feet of docks and other maritime launching and dockage infrastructure attached thereto and properties with mixed waterfront residential and commercial properties.

Boaters need to prepare to speak up and address upcoming bills. If you are a Florida voter, let your representative and the Senate and House committees know your concerns. If you anchor in Florida, express your concern to the Florida legislature, which will likely have the anchoring issue before it this spring. You can download a trifold brochure on Florida anchoring that provides phone numbers and email addresses from SSCA’s website (ssca.org/downloads/ccc/SSCA_Anchoring_brochure.pdf).

*Barbara Theisen, editor
Seven Seas Cruising Association*

Irked by the Cup

Thank you for writing about the America’s Cup (“A Cup Runneth Over,” by Herb McCormick, February 2015). I, like you, am dismayed at the current state of affairs. It is an absolute farce what the AC has become.

I began watching the Cup in ’87, and hated Dennis Conner. Dennis to me still typifies everything that is wrong with the United States, in terms of commercialism and arrogance. Larry Ellison is much the same in that regard. Spend more than your competitors and bully your way through the competition. And now this farce of holding the races in Bermuda. Little wonder this kid from Wisconsin has cheered passionately for Team New Zealand all these years.

It is just all such a shame. How many American can cheer for Oracle is beyond me. It is hard to think of what the Cup could have returned to had the Kiwis not blown it by allowing that lay day.

*Michael Panosh
VIA EMAIL*

Watermakers for Rent

Thank you so much for including Spectra in your recent article “Desalination Decisions” (February 2015). I wish to clarify for your readers that the Passport watermaker mentioned in your fine article is not just portable but it is designed specifically as a rental machine. Often the boat owner only needs a watermaker for a month or so during a cruise or ocean race. The cost of an installed system to be used for only a short time may be prohibitive for many but, with the Passport, rental for a month or so is affordable, and when the trip is over it gets returned to the factory for service very much like the renting of a life raft. This unique product is made possible by the addition of the Z-ION, our automatic disinfection system that eliminates the complexity of freshwater flushing and pickling. Some other big news is that Spectra has been purchased by the Katadyn group, one of the world’s largest manufacturers of portable water-treatment systems. This hopefully means that I will be back out meeting my cruising friends soon!

*Bill Edinger
Spectra Watermakers*

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The Price of Passages

We were scheduled to make landfall at Palmerston Atoll in the Cook Islands at sunup. But that was when we were averaging 6.5 knots. The wind, as usual, had its own ideas.

“Another crack-of-noon arrival,” I joked. My husband, Rob, and I were sitting in the cockpit on the last night of the passage from Bora Bora, watching the crescent moon careen back and forth above the swaying mast. We were making 3.5 knots in the light air, the genoa flogging and the boat lurching sharply as we bobbed slowly on the 4-foot swells.

I had hoped the five-day passage to tiny Palmerston would fly by compared with our recent 33-day crossing from Panama to the Marquesas. But the intervening two months of short jaunts around French Polynesia had spoiled me. I forgot about the monotony of multiday passages — the endless rocking, the constant noise, the sleeplessness.

Rob and I tried to be positive while we watched the moon overhead. We listed what we liked about passages: 1) The beauty and solitude of this wilderness ocean. 2) The self-sufficiency of using two hunks of canvas to cart us across thousands of miles. 3) Our increasing ability to manage our bodies and the boat at sea.

We didn’t bother listing our more copious dislikes, since we had exhausted that discussion the night before. Instead, Rob asked me yet again: “If we both hate passages so much, why the hell are we smack in the middle of the largest ocean on Earth with more crossings still to

come?” And I responded with the same answer that had sustained us through previous passages: “Because we love everything in between.”

To me, passagemaking is like all long-distance travel. Few people actually like being cramped in small spaces and tight seats, breathing stale recycled air, filling the hours between departure and arrival. I hate sitting still in cars and planes too. But I absolutely love the thrill of reaching a new destination. The anticipation of what awaits us after a long passage is what gets Rob and me through the discomfort of roly seas and required night watches. Every time we see a new island on the horizon, it feels like Christmas day. What will we discover on shore? What presents await beneath the surface?

Palmerston Atoll promised some of the best gifts yet. A stunningly gorgeous island with only 62 residents, Palmerston is unreachable by anything other than a boat. Humpback whales and sea turtles outnumber humans. This 2-square-kilometer volcanic atoll has no roads, no shops and few visitors. We couldn’t wait to spear parrotfish for dinner, play beach volleyball with the locals and dive through thickets of coral.

Maybe Rob and I aren’t true sailors at heart. We are, however, water people, through and through. And to get to the best water, you have to pay the price of passage. Thus far on our journey across the Pacific, the price is a bargain for the bounty we’ve received in port.

Brianna Randall



The author and her husband head back to their boat after enjoying the fruits of their passagemaking labor, namely snorkeling on the reef and fishing for dinner.

COURTESY OF BRIANNA RANDALL

SMÖGEN, SWEDEN

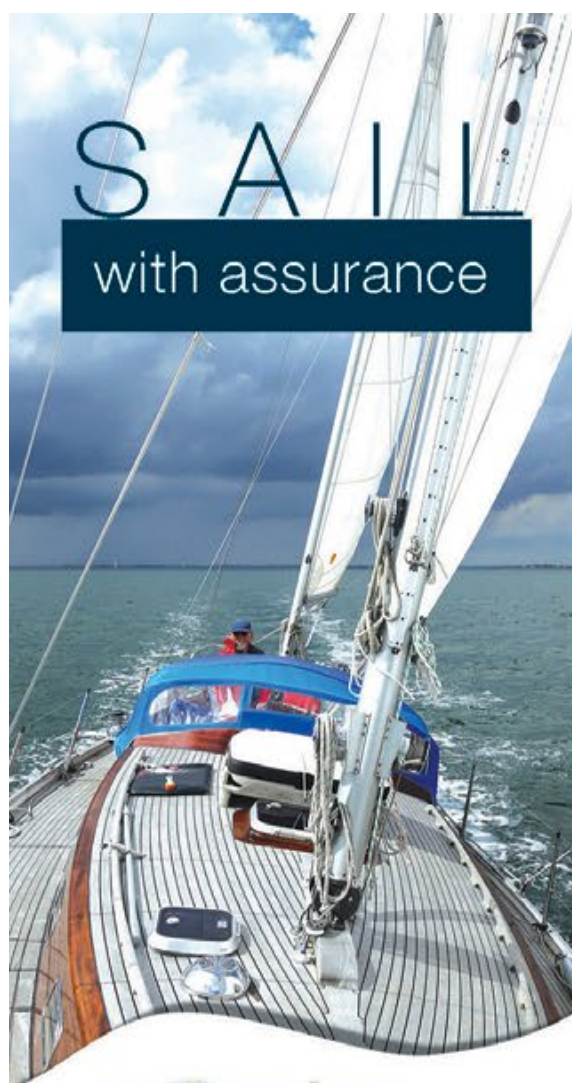
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UNDERWAY



THE BOOBY ISLAND REGATTA & SAILING FESTIVAL, MAY 8-10, 2015

If you're cruising the Caribbean this spring and are looking for a fun event, check out the Booby Island Regatta & Sailing Festival. From humble beginnings in 2008, the event has grown in popularity to become an established and much-loved fixture on the local sailing calendar and a major contributor to the Nevis Yacht Club and youth sailing program.

It's a unique sailing event that is designed to be inclusive, relaxed and fun. The Booby Island Regatta & Sailing Festival brings all kinds of people together to enjoy the waters around St. Kitts and Nevis while also exploring and enjoying the tastes, sounds and experiences of the history and culture of life ashore in Nevis.

The philosophy behind the event is simple: Anyone can enter, anyone can win. With classes for monohulls and multihulls, liveaboard cruising boats, charter boats and race boats, there is something for everyone.

In 2015, we will be taking a big step forward by extending the regatta to a three-day event with more sailing, bigger parties and a wide program of onshore activities for competitors, visitors and residents alike. The regatta will be held in the week following Antigua sailing week. To learn more about the Booby Island Regatta & Sailing Festival, or to enter, visit the website (boobyislandregatta.com).

Brett Williams

The Booby Island Regatta & Sailing Festival attracts a mix of cruisers and racers, young and old, to the annual event held in the waters around St. Kitts and Nevis.

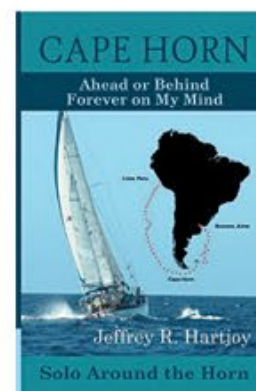
GOOD BOOKS

Cape Horn: Ahead or Behind Forever on My Mind by Jeffrey R. Hartjoy (2014; CreateSpace Independent Publishing Platform; \$13).

"If anyone was going to put one of my boats to the ultimate test, Jeff Hartjoy does it on this great adventure." So writes designer Bob Perry about *Sailors Run*,

the 40-foot Baba ketch that the author sailed around the Horn and in so doing fulfilled a dream. The tale, which traces his 5,600-nautical-mile solo nonstop odyssey from Lima, Peru, to Buenos Aires, Argentina, puts the reader right in the cockpit.

Rick Martell



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UNDERWAY

GREEN WAKES: WHERE GRAYS GO

Just above the Tropic of Cancer, on the Pacific coast of Mexico's Baja California peninsula, nature carved a giant protected lagoon called Bahía Magdalena. It's a remote, rugged, place with a varied landscape that is remarkably beautiful. It's one of three such spots along the outside of the Baja peninsula where 36-ton gray whales arrive each spring from Alaska's Bering Sea to give birth to their young. The relatively warm, protected and placid waters of these lagoons give the 15-foot-long newborns a window of a few months to get strong and savvy before mother-and-calf pairs head back north to feed in a more challenging environment that includes predators.

While most Mexico-bound Canadian and U.S. cruising boats travel south along this coast in the fall, those who wait for February or March can pull into Bahía Magdalena and drop the hook off Puerto Magdalena at Man O'War cove, or the more populous Puerto San Carlos, and watch the show. Mothers

and calves will blow near one another, small geysers of spray coupled with tall, powerful blows. At the northern end of the bay, just south of the barrier island of Isla Magdalena, we hired a panga to get even closer to these curious mammals. At our driver's suggestion, we splashed the water with our hands, and mothers and babies approached eagerly, gently nudging the boat and seeming to invite our touch.

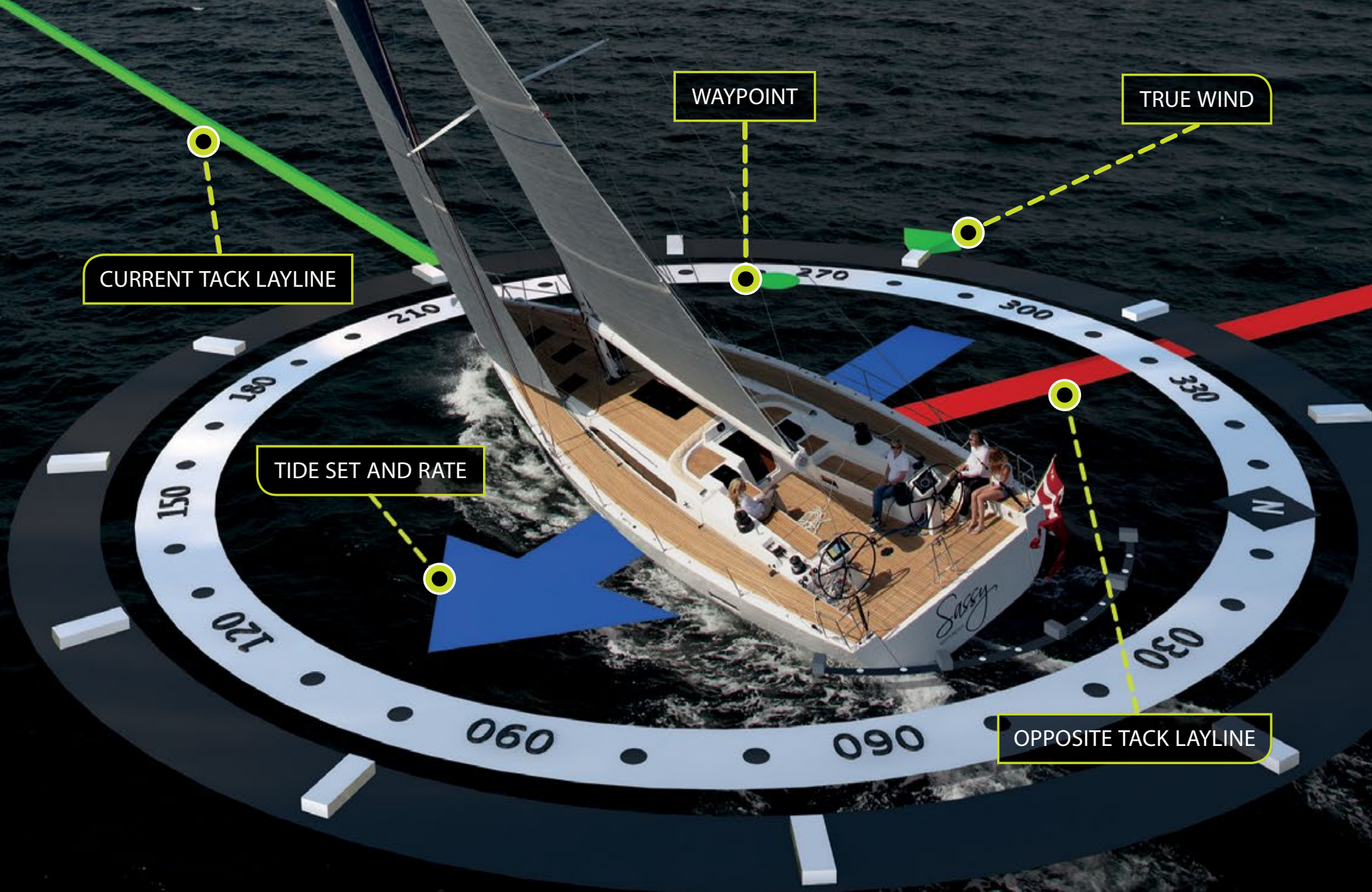
Staring into an eye of one of these giants, perhaps only 6 weeks old, I realize she's only days away from heading north to colder waters, following her mother on a 4,000-mile trek against prevailing currents. She's just another member of a species that, for 30 million years, has completed the longest mammalian migratory journey

on Earth. As my young daughter and my nephew reach out to these animals, I wish for them and their generation a sensibility and a will to ensure this planet remains a home to such creatures.

Michael Robertson



At Bahía Magdalena, Mexico, cruising sailors can experience close encounters with gray whales.



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HELP FOR THE PACIFIC

On March 14, 2015, Cyclone Pam devastated the South Pacific nations of Vanuatu and the Solomon Islands. Distributing aid to this remote part of the world is difficult, especially to the smaller less-populated islands.

Two organizations, Sea Mercy (seamercy.org) and OceansWatch (oceanswatch.org), are focusing their efforts to reach those hardest hit and least likely to receive immediate international aid. Contact the groups directly or visit cruisingworld.com/1505pam for more information.

SHE'S OFF AGAIN!

Solo circumnavigator,



musician and grandmother Donna Lange is heading off around the world — again! This time she plans to do it nonstop and using

celestial navigation. Lange plans to leave Bristol, R.I., on this latest adventure in late July 2015 aboard her Southern Cross 28, *Inspired Insanity*. cruisingworld.com/1505lange

SIGNING OFF

The cruising community has lost a voice. Bill Hall (G4FRN), net controller of the UK Maritime Mobile Net, died on Feb. 15, 2015.

"Operating from a spare room furnished with an impressive array of radio equipment, Bill took over as net controller some 30 years ago," writes cruising sailor Mike Harris in an obituary. "No one can remember him taking anything other than a short break. As a point of contact and source of critical information on weather, port entry procedures and news from home, he was greatly valued by cruising sailors from the Red Sea, Mediterranean and all parts of the Atlantic." cruisingworld.com/1505billhall

Restoring History

Two commanding historical organizations are uniting with one goal: Restore *Mayflower II* in time for the 400th anniversary celebration commemorating the Pilgrims' landing at Plymouth Rock.

In 1957 *Mayflower II*, an exact replica of the ship that brought the pilgrims to America, was sailed from Brixham, England, across the Atlantic to Plymouth, Massachusetts, where it has lived ever since. In five years, the ship is slated to be the centerpiece for the quadricentennial celebration of that historic voyage. The problem is, she's getting old and needs quite a bit of restoration. But how does a major refit take place on a 236-ton vessel if it needs to be in its home port of Plymouth each summer and the shipwrights doing the work are down the coast a ways?

To solve this dilemma, last fall Plimoth Plantation, the owner of the ship, teamed with Mystic Seaport and

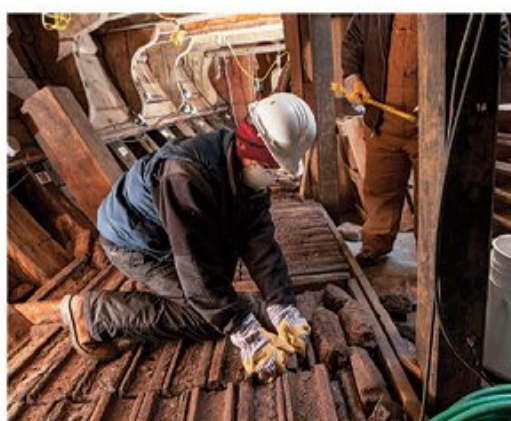


came up with a four-phase restoration strategy that is to take place each winter. It began with the winter of 2014-2015. Because Thanksgiving is an important day for *Mayflower II* and the plantation, each phase will begin immediately afterward, and the ship will be towed south annually to Mystic's Henry B. DuPont Preservation Shipyard. There, each phase of the work will need to be completed before spring so the ship can return to its dock in Plymouth. The shipwrights will have their work cut out to complete every stage in a short amount of time.

Whit Perry, Plimoth Plantations's associate director for Maritime Preservation and Operations, says currently only a rough plan is in place for the following years. Phase one, which they are in now, is best described as their Discovery Phase. Once the little ship was on the hard, the team began the demanding task of removing 130 tons of iron and cobblestone ballast from the bilge so both the U.S. Coast Guard and marine surveyor Paul Haley could inspect the vessel. Haley's detailed report is critical because it will help map the next several phases of the restoration strategy. While plans are being laid out, the shipwrights will keep busy replanking, repairing frames, rebuilding knees and caulking — lots of caulking!

Gradually, without missing the beat of the summer trade, *Mayflower II* will be restored to its former self.

Mike Lee



Mayflower II (top) is settled in her winter home in Mystic, Connecticut. Removing the iron ballast (center) is a big job. Whit Perry (bottom) is drafting the restoration plan.

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The Wide World of Bread

By Danielle Zartman

There is no more versatile recipe for your cruising galley than bread. From country to country, the availability of ingredients varies, making it imperative to know how to substitute, or even do without, one thing or another. While my husband, Ben, and I were building *Ganymede*, our 31-foot Cape George Cutter, in our backyard, I began my first venture into the wide world of bread. It was terrible! Bravely, Ben took the loaf to the table saw and carefully found a small bit in the center that could only be swallowed when thickly spread with loving compassion. As time passed, my ingredients and I formed a friendship as I grew to know them better. Now, we have fun together! Here's how to make a perfect cruiser's loaf.

BREAD-MAKING BASICS

Wheat, rye, corn, oat, barley or rice flour, or a combination thereof, can be used according to preference. Generally, I recommend starting with wheat bread, as this is more familiar. Dry baker's yeast needs a sweetener to make the bread rise, such as honey, molasses, sugar, even corn syrup, and to a lesser extent, dried fruits such as dates or raisins. Using milk, whether fresh and scalded or dry and powdered, makes a smoother bread than water alone. Eggs are not necessary, though these will help give the bread an airy texture and a golden hue. I gener-

ally use vegetable oil for my dough; however, melted butter, margarine or shortening can produce a more flaky result. For a decorative touch, draw a sharp knife across your loaves before baking, or brush an egg-and-milk mixture over the surface and sprinkle tops with poppy or sesame seeds. With those basics in mind, countless variations are possible. Make small batches often, and when it comes out the way you like, double, triple or even quadruple the recipe and share with the first dinghy passing by!

D.Z.

CRUISER'S CRUSTY LOAF

- 1 cup milk
- 1 tablespoon yeast
- 2 tablespoons sugar
- 1 egg
- 1 1/2 cups flour
- 3 tablespoons vegetable oil
- 1 teaspoon salt
- 2 cups flour plus 1/2 cup

Scald milk and cool until it feels neither warm nor cold on your wrist. Using a wooden spoon, beat together the first five ingredients well, cover with a damp towel, and allow to rise in a warm place for 15 minutes to one hour, or until doubled in size. Then, fold (do not stir) the final three ingredients into the dough with a spoon. (Folding preserves elasticity). Pour on oil and sprinkle on salt, then fold in the flour a cup at a time. Begin kneading once a nice ball forms. Gently add enough of the final 1/2 cup of flour only until it is no longer necessary to prevent sticking. The surface of your bowl and your hands should be dough-free. Rub off any remnants into the lump and incorporate before lightly oiling a bowl and rolling the dough for an even coat before covering to rise in a warm place for about an hour, until doubled in size.

Punch down the dough, and for a lighter bread allow it to rise a second time. This may be omitted for a quicker bread (the crew will never complain about waking up to slightly heavy, hot, sweet breakfast rolls). Finally, knead the dough again, dusting with flour as necessary. Preheat oven to 350 degrees F. Shape dough into loaves or buns and let rise on prepared baking sheet for 15-20 minutes.

Bake until the top is golden brown and sounds hollow when tapped with a finger. Small and medium-size loaves take from 35 to 50 minutes respectively; golf-ball-size buns bake in about 15 minutes. Remove from baking sheet immediately and let cool before cutting. Store fully cooled bread in a sealed plastic bag or container. Without refrigeration it will still be good for sandwiches the next day and toast or croutons the following day. Yield: one medium or two small loaves.

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Before heading offshore, Fatty sets the storm trysail and checks the sheet leads.

Lite Thoughts on Heavy Weather

In big winds and stormy seas, remember: When the going gets rough, the tough heave to.



Cap'n Fatty
Goodlander

In 1968 I purchased my own sailing yacht at the age of 15 and immediately began raising funds to fix it up. One of the odd jobs I took was working for Mama Batt's Restaurant in Chicago. It was a great job, not because the owner, Nate, paid well but because a waitress named Kitty kept feeding me cheese blintzes. I gained weight if not wealth.

One of my handyman tasks was to replace the fluorescent tubes when they started flickering. The first time I attempted this was a disaster. I broke the first tube removing it from its long cardboard container, the second one while attempting to free it from the fixture and the third one while stepping back to admire my work. Damn! The result was a lifelong respect for the fragility of fluorescent bulbs.

Fast forward to 2012, a mere 44 years later. My wife, Carolyn, and I were in a full gale in the middle of the Pacific

approaching the Roaring Forties. New Zealand was two days to the west. We were hove to; the seas "mature." A few biggies swept the deck and occasionally the bow fell off just a tad more than I'd prefer. I wasn't worried but I was, er, *aware* as I debated whether to deploy my Para-Tech sea anchor from the bow or my Jordan Series Drogue from astern.

If the storm kept building I'd have to do something; heaving to is fine up to about 40 or 45 knots, and then it gets dicey. The strains on the boat increase dramatically, and the seas get dangerously steep. You know you're in truly heavy weather when the waves are so large that there's little breeze in the troughs and hurricane gusts on the crests. This pulsing is hard on the rig — hell, it's hard on the crew. That day the howl of the wind as we flew across spume-blown crests sounded like the wailing souls of a million drowned sailors.

I sat outside in the cockpit, watching the ferocity of Mother Ocean. Our small watery part of the world had gone nuts.

I don't even remember the sun. The breaking crests were high; the scudding, dark clouds low. I wanted to crawl into my warm, dry bunk; suck my thumb; call my freakin' mommy! But I stayed outside. My heavy-weather philosophy is to be proactive; to remain on deck to learn and monitor things. I took a tour of the bow. In rough conditions, I'd taught myself to stay calm and embrace the storm rather than fear it. Sometimes it's easier to do this than at others, and on this day perhaps I had a slight fever or was overly tired. Whatever. I wasn't my usual self, and the blow was grinding me down.

Suddenly, out of the corner of my eye, I caught sight of something. I twisted in that awkward way one does while wearing a foul-weather jacket hood. There, I saw it again: a pure white object that seemed so odd, so out of place. What was a single fluorescent light tube doing tumbling down the face of a 30-foot breaking wave? At that precise moment I had an epiphany: Both our vessel and that tube were air containers. As long as the air was inside and the water outside, all was well. My job was to keep the water out and the air in. It was that simple.

Heavy-weather management — it sounds kind of technical, like a business course on the fast track to an MBA. But it's not. To understand the basics, take a fluorescent light tube and with a rubber band attach a section of rebar or steel rod to it. Place your "vessel" in the water and you'll note that the metal (call it the keel) sinks and points downward. This is good. Keels should point downward. Splash your vessel a bit. Nothing happens; it's buoyant. Great! Now use your hand to make waves and twist your ship so it sits sideways to them. The weight of the keel underneath the water keeps the vessel stable, but if you continue to make bigger and steeper waves, eventually the force will be enough to make the boat tumble. (Tumbling is not good. I know seven sailors who have tumbled in their sailboats and three of them broke bones doing it.)

Next hold that fluorescent tube pointed directly into or away from the waves (for this exercise it's essentially the same thing). Note that the keel still works to keep the tube upright, and there is almost no tendency to roll or tumble.

At sea, if the size of the waves increases dramatically, a boat that's making way slowly will meet each wave without a problem, so long as the craft retains its keel and buoyancy.

What heavy-weather management boils down to is keeping your boat — that is, your tube — with its bow or stern pointing into the wind and seas. It's not rocket science. Anyone can do it, and in a number of different ways. If you understand the above, you have all the theory you'll need to sail around the world for the rest of your life.

The Polynesians knew this long before Christ was born. Now you know it too.

So let's say you're a landlubber and have just read this and screamed "Eureka!" Suddenly you've woken up on an empty sailboat in a major storm offshore. What do you do? First, you make sure the hatch is closed so that air doesn't escape and water doesn't get in. You're cool, at least for the moment. But then the storm intensifies and the motion of the boat becomes extreme. You feel that maybe the boat's going to roll.

What to do? Well, you have to get your vessel to point either into the wind or away from it. How? Look around. Sailboats are filled with strings, lines, cables, chains and straps. They're also filled with heavy and strong gear like anchors, toilets, bunks, spinnaker poles, old sails, floorboards, cabin doors, fenders, propane tanks, jugs, galley tables, spare starter motors and outboard engines. You get the point.

Take the string-thingies and attach them to the solid-thingies, and then lower them over the transom with the bitter end of each line secured to something strong. Don't worry too much, just do it. The result will be a horrible mess of stuff trailing behind you on tangled lines — but you and your vessel will be fine at the end of the storm. All the stuff you were dragging kept your transom pointed more or less into the breaking seas.

OK, you naysayers; it's true that not all sailboats will survive all storms with such a simplistic approach, but the vast majority of sailors on recreational vessels will survive the vast majority of gales they encounter by simply keeping the companionway closed and towing some crap astern. Oh, your rudder might snap off and your cockpit will flood. Yes, deck leaks will open up. Your bunk will be wet. Sail covers might tear. Sure, it ain't

going to be nice being Spam in a can for 72 hours belowdecks, but when dawn breaks and the Lord smiles once again, you and your vessel will still be there.

A friend of mine, a former power-boater, purchased a sailboat as a retirement home. He regularly sails it offshore. But frankly, those white floppy things overhead scare him. He carries lots of

fuel and has a big engine with a 3-to-1 reduction gear in the tranny driving a huge three-bladed prop. He just slowly powers into a gale under autopilot and uses the minimum rpm to keep steerage so his bow stays into the wind or, better yet, 20 degrees off the breeze.

This works well up to 40-plus knots or so, as long as the engine keeps ticking.



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This is basically how offshore fishing vessels survive. Remember, the idea is simple: All messages in a bottle arrive somewhere so long as the cork is intact.

Now, here are a few more observations on the weather. First, serious offshore gales are few and far between if you stay in the right ocean at the right time. On average we've encountered one good blow once a year, or one in the course of every 6,000 ocean miles we've put under the keel. In 55 years of living aboard, I've only been truly scared four times — once when I had a jammed sail, and the other three times when a major ocean current opposed a moderate gale (twice in the Gulf Stream, the other time in the Agulhas Current, just east of Africa.)

Secondly, if you do find yourself riding out a real blow, you don't have to keep the boat pointed directly upwind or downwind; 45 to 50 degrees either way is fine. So towing everything not nailed down is not only messy, it's often unnecessary. Carolyn and I want to be comfortable during a gale and ready to set sail afterward, so we heave to. It's a

CAROLYN AND I WANT TO BE COMFORTABLE DURING A GALE AND READY TO SAIL AFTERWARD, SO WE HEAVE TO.

technique that's easy to learn. In fact, I've talked many a panicking sailor through the simple steps over the SSB in just a few minutes. Afterward, they've admitted they were scared to death one minute and the next thought the storm must have abated!

Heaving to is simply trimming your sail or sails to maintain a 45- to 50-degree angle to the wind with no forward speed. The wind on your sails and your angle to the waves keep your vessel from rolling excessively. Since you aren't going forward, you aren't pounding into the waves, and they lose their sting. Even better, you're being pushed, slowly, directly downwind. This creates turbulence and roils the water. It appears as if there's an oil slick to windward of you,

with waves breaking fore and aft, but seldom upon you.

On our full-keel, ketch-rigged *Ganesh*, heaving to is super simple, but it's also relatively easy to accomplish on a fin-keel modern sloop. To get things started, we take in our headsails and try to sail to windward under a triple-reefed main-sail or storm trysail. We sail higher and higher into the wind until our speed drops to a knot or so; this is called fore-reaching. We now have four tools to play with: mainsheet, traveler, topping lift and rudder.

Once we're stable and slowly fore-reaching at 45 degrees to the wind, we feather the boat up until it loses all forward speed. Then, while she's dead in the water, we put the tiller down (or helm up) as if to come about. But the boat doesn't tack because there is no water flow over the rudder. Thus, the bow falls off. Once this happens, we begin to sail again, but with the helm hard over, we turn upwind as soon as we have way on and the boat stalls until the bow again falls off. We call this "hunting." (If the

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boat does tack, the helm is too far over.) When we first heave to, the boat might hunt from 30 to 65 degrees off the wind. But by playing with the sail controls and rudder, and carefully observing what's happening with the deeply reefed main or storm trysail, we're soon able to eliminate or reduce this hunting so that it's inconsequential.

Each boat is different, of course. Some traditional designs, for instance, want to come about more easily than others. Thus, the conventional wisdom of yesteryear was to backwind a small jib to keep the vessel from coming about. This made sense with hank-on sails. But today, especially on modern fin-keel/aft skeg designs, very little headsail is required to keep the boat from rounding up and tacking under main alone. On many boats, the windage of the rolled-up headsail is enough. Others require a slight amount of headsail. I don't even call it "backwinding," I refer to it as "unrolling the jib-tongue," that is, a partially unfurled jib with its clew about 3 to 5 feet aft of

the furler foil, and sheeted off to windward. Yes, the sheet chafing on the rigging can be a problem. I've used plastic hose, a reaching strut, even a short spinnaker pole to keep the line off the forward lower shroud.

The true secret is to experiment and be proactive. Adjust one thing at a time. Watch. Did slacking the topping lift help the boat point higher and sit up straighter? Does increasing the angle of the helm reduce speed (good) or increase hunting (bad)?

Eventually, we all learn how to sail our boats — but few of us get to practice in winds over 40 knots. If you're lucky enough to get the chance, take advantage of each precious second.

OK, you're now tremendously more comfortable and considerably safer. The boat's lying 45 degrees off the wind and not crashing into the seas. You're almost, but not quite, done.

Here's how I determine when we have our heave to thing perfectly dialed in. I have Carolyn flush a bunch of toilet paper and a capful of cooking oil down

our head. Both are immediately visible from the cockpit. If the submerged paper or the sheen appears as if it is being magically sucked directly to windward, my work is done. My vessel is being blown directly downwind and we're holding steady in our own slick.

If, though, we're still slightly fore-reaching out of the slick, I return to fine-tuning my sail controls until our forward motion is nil and the angle of the boat to the wind and waves holds constant.

Huge breaking waves may crash ahead and astern but if we do get hand-grenaded, most incoming waves just slop aboard without much power.

We do have other heavy-weather options: lying bow-to with a sea anchor or stern-to with our Jordan Series Drogue, but heaving to is always our first and preferred step, and often the only one we need take to remain safe and comfortable.

Carolyn and Fatty are currently practicing what they preach in the Indian Ocean.

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Combining their love of sailing, mountaineering and the environment, this enterprising Swiss family has roamed the planet on a purposeful mission.

When I first met the peripatetic Schwörer family last summer — parents Dario and Sabine, and their children Salina, Andri, Noe and Alegra — they had been uncharacteristically landlocked, docked in the harbor in Cordova, Alaska, for months. Their aluminum sloop looked out of place on the working waterfront, among the men welding and hammering aboard the fleet of tired seiners. Having recently climbed Mount McKinley, Dario had earned a rest, especially considering his family and he were putting down roots, at least temporarily, for the first time in over a decade at sea.

The Swiss clan had arrived in Cordova the previous fall, coming from the Aleutians via Hawaii aboard their 50-foot yacht, *Pachamama* (Incan for “Mother Earth”). Alaskan fishermen, recognizing their beloved tool on the sloop’s mainsail — the decal of a huge Swiss Army knife — brought them fresh salmon.

The Schwörers were on the northernmost leg of their “Top to Top” expedition, an adventure 12 years in the making, during which they’d circumnavigate and Dario and Sabine would scale the Seven Summits, the tallest mountains on each continent, to raise awareness of climate change. (Sabine didn’t summit certain peaks when she was pregnant or breastfeeding, remaining in base camps, though Dario promised to return to those mountains later so she could climb them.) By the time I met them, they’d already knocked off Mount Everest (Asia), Aconcagua (Argentina), Mount McKinley (North America), Kilimanjaro (Africa), Mount Blanc (Europe) and Mount Kosciuszko (Australia). Only Antarctica’s Mount Vinson remained.

According to what is now Schwörer lore, the knife maker Victorinox lent the decal to their mainsail and became expedition sponsor after learning that the umbilical cords of each of the family’s four children, born along the way, had been cut with a Swiss Army knife.

After running a small adventure business in the mid-1990s, Dario, now 46, became a guide in the Swiss Alps. He also studied climatology, earning a master’s degree. Sabine, 39, had been an oncology nurse with a passion for climbing, and met her future husband while taking a mountaineering class from him. They married and set sail on their Seven Summits mission soon after the turn of the century, hoping to spread their message far beyond the Alps. “My office was melting,” said Dario, who reckoned the trip would take four years.

“That was my motivation.”

Twelve years and 50,000 nautical miles later, with four kids born in three different countries, the Schwörers have spoken to over 70,000 students and undertaken numerous community service projects. They helped Fijians develop local water-purification practices and carried bodies from climbing accidents down from Mount Everest. From Hawaii to the Aleutians, they collected scientific data for the International Pacific Research Center, testing seawater radioactivity after the Fukushima Daiichi nuclear disaster.



Over the course of their 12-year, 50,000-nautical-mile voyage, the Schwörer family has called their 50-foot cutter, *Pachamama*, home. Along the way they’ve made several modifications to the boat, including the enclosed deckhouse, which was donated by friends.

A benefactor helped them build *Pachamama* on the condition that after the adventure, they’d sell the boat and return the money. The boat was Dario’s concept, designed by the French naval architects Joubert/Nivelt and built by Locmoral and Alwoplast in 2000. It’s driven by a Nanni 5280 HE diesel and is equipped with two wind generators and 11 solar panels, all from a slew of sponsors.

While the Schwörers were in Hawaii in the summer of 2013 and considering a place to winter, a sailing couple had told them about Cordova. They eventually chose it over Homer, to the south and west, because of the town’s ski lift and welcoming reputation. Over the following year, the Schwörers settled

into the community and spoke at the school; took students on glacier trips and hikes; hosted cleanups; and volunteered with local environmental organizations to measure salmon fry. The Top to Top expedition seeks to inspire environmental change and accountability with children through their interest in the outdoors. Dario also prepared for his Mount McKinley climb; at the summit, he spread the ashes of a Cordovan who'd passed away.

I met the Schwörers in the summer of 2014 while writing an article about them for *The Cordova Times*. I spent some time on *Pachamama*, and joined them on a practice sail for the Northwest Passage, which they'd originally planned on tackling later that season. (Those plans have since changed, and they now plan on a Northwest Passage trip this summer.)

On that June morning, *Pachamama* was a beehive of activity. Salina, 9, the Schwörers' eldest daughter, stood hold-

his hands next to hers on the wheel.

Leaving the harbor, the kids couldn't decipher the channel. "Where do I go?" Noe asked. Dario pointed and gave quick directions. Alegra got stuck in the steering wheel and began to cry. Anja — a 23-year-old teacher who discovered the family on Swiss television and eventually became the children's tutor — came to the rescue.

Dario unfurled the cutter's two headsails and set them wing-and-wing. *Pachamama* ran north before the breeze at 4 knots into an inlet surrounded by mountains. Gazing at the sails with forlorn ice-blue eyes, Dario scrutinized them warily. He said the smaller jib had been torn during a freak windstorm off Brazil.

"We were in the middle of the ocean," Noe added.

"I was so scared," said Salina.

But the children are comfortable on the boat. When storms



On a shakedown sail last summer, 9-year-old Salina leaned back and gave it her all while trimming the jib (top left). On an earlier hike, 3-year-old Alegra was happy to hitch a ride in her mother Sabine's backpack (bottom left). A big part of the family's ongoing Top to Top Expedition is sharing their environmental knowledge with young students, as they did on an outing to Alaska's Sheridan Glacier (right).

ing the stern line. Glancing at her father, who was on the phone on the dock, she swatted at no-see-ums and seemed to second-guess her initiative. "Papi!" she yelled. Her sister, 3-year old Alegra, the Schwörers' youngest, stood on the boat with a dripping peanut butter and jelly sandwich. Noe, 5, a sweet-looking blond boy, made faces at Alegra.

After his phone call, Dario put his children to work pulling in the fenders. Noe shrieked under the weight of one but pulled it over the railing. *Pachamama* cast off with the help of its four little deckhands. Alegra clambered behind the wheel, which dwarfed her. "I'm steering," she announced proudly, with a hint of a Swiss-German accent. Noe joined her, placing

hit while they're in port, Dario explained, the kids take shelter on *Pachamama*. Still, the family has faced plenty of challenges during their voyage: gales, huge seas and even a collision with a shipping container off Patagonia that destroyed their rudder.

A Frisbee whizzed up from below deck. Andri, 8, the eldest boy, who has his father's blue eyes (but tinged with mischief), appeared in the companionway. Alegra helped her mother grind a winch. Rain began to fall; the children scurried below deck, moving in unison like minnows. Dario and Sabine donned rain gear and raised the mainsail. The Swiss Army knife undulated in the dying wind.

Beyond a state-of-the-art cruising vessel, *Pachamama* is a home. She is cluttered with all the objects of childhood: buckets of little multicolored shoes, bicycle helmets, toys and books. The Schwörers seemed relieved to be back on the water, temporarily away from the clamor of the harbor.

Down below, Salina and Andri read while Noe and Alegra played with the boat's radio. Noe pushed a button and a folk song played. He turned a dial and the music grew louder until it drowned out his father's instructions above deck. "It's nice," Sabine said, turning the radio off. "But not now." Noe laughed maniacally and Sabine couldn't help but join him.

"He's our DJ," added Sabine.

The speakers were installed as a gift, as was the pilothouse, which a friend donated. At the beginning of their voyage, before the shelter was added, Dario and Sabine had to steer by hand in 45-minute shifts, exposed to the elements. The boat has evolved with the journey.

Topsides, Dario wrestled with the mainsail, checking the reefing lines. "I think it's OK," he said. Alegra clambered back up the companionway and with the help of her mother put her life jacket back on. She tried to help her father with the sail but ended up swinging on a stay and singing instead.

Sabine said that the day's plan was to make sure the sails were in order and there was enough storage for all their stuff that littered the cockpit. "All these shoes," she said, looking incredulous for a moment. Before long, they doused the sails and returned to their slip.

Alaskan hospitality left a lasting impression on the Schwörers, who now consider Cordova their home port. Even so, late last summer they were on the move again. After leaving Cordova in August, then languishing for a couple of weeks in Juneau with computer trouble, the family sailed to San Francisco and traveled inland. In November, Dario and Sabine summited Mount Whitney with their two eldest children, Salina and Andri. From there, the family cycled 800 miles through Death Valley and on to Utah and Nevada to speak at schools. In early April they planned to set sail from California across the North Pacific to visit Hawaii before returning to the Aleutians to prepare for a west-to-east transit through the Northwest Passage this summer. As any long-distance cruiser knows, sailing plans are often speculative guidelines. But eventually they will set a course south for Antarctica, and the final peak on their mighty quest.

One thing the Schwörers have learned along the way is that they've almost had their fill of outrageous mountaineering adventures.

"There are so many beaches to clean and schools to visit," Sabine said. "We could keep on doing that until we're old."

Ben Yeager is a recent graduate of the Columbia School of Journalism and is currently on a fellowship with Outside magazine in Santa Fe, New Mexico. His previous, award-winning article for CW, "Answering a Cold Call," appeared in the November 2013 issue.

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A Sailor's DNA

Volvo Ocean Race skipper Charlie Enright and his crew push one-design sailing to a new level, but it was his granddad, Clinton Pearson, who got us all sailing fiberglass boats in the first place.

In 1987 Clinton Pearson placed his 3-year-old grandson, Charlie Enright, into a small sailing dingy, attached a line to the boat and pushed the boy out onto the water. Pearson steered the skiff from the shore by pulling on the line in different directions.

"He seemed to like it; we had a pleasant afternoon down by the water that day," Pearson recalls. "I didn't know one day he would grow up and skipper a Volvo Ocean Race boat, but I am proud of him."

Twenty-eight years and thousands of offshore racing miles later, Enright is at the helm of Team Alvamedica, with the youngest crew of the seven teams in the grueling nine-leg Volvo Ocean Race, which covers over 38,000 miles around the globe. By May, the sailors will have rounded Cape Horn, enjoyed a layover in Itajaí, Brazil, and will be on their way to the only U.S. stopover, in Newport, Rhode Island, where Enright and crew will arrive as hometown heroes. You can be sure granddad Clint will be there to welcome them. After all, racing has long been a family tradition for the Pearson clan.

Clint Pearson, founder of both Pearson Yachts and Bristol Yachts, has been an innovator in the sailing industry for over five decades. A Brown University alumnus, he attended school on an ROTC scholarship prior to spending three years of his

Team Alvamedica skipper Charlie Enright (white shirt) power naps so he can spend time with both of the three-man watch crews who sail three hours on and three hours off.

early 20s in the U.S. Navy.

In 1953, aboard USS *Joseph P. Kennedy*, Special Sea Detail Officer Pearson was standing on the bridge when the captain asked him to dock the destroyer.

"Cap had dinged a ship when we shoved off earlier in the morning, and as a Naval Academy graduate, he was a bit embarrassed," Pearson recalls. "So he just handed the docking of the ship over to me, and for the next year and a half I was in charge of all docking maneuvers. I'm proud of that. Our fleet did maneuvers in the Mediterranean at night with no lights and with a total of 22 ships circling up and rafting together."

After leaving the Navy, Pearson used his \$2,000 leave pay to experiment with building small dinghies. Within a year he had sold enough boats to incorporate, launching Pearson Yachts in 1956 with his cousin Everett. By the time he'd sold the company and moved on in 1964 it had more than 500 employees.

"Clint's boatbuilding process trained a generation of builders with institutional knowledge that became the backbone of the boat and fabrication industry in Rhode Island today," says

Chip Johns, former owner of Vanguard Sailboats. “He built and created an intrinsic asset in a region that had the skill set for the industry to flourish from the ’60s through the ’90s.”

That influence is felt today as the region continues to be a leader in composite fabrication and innovation that runs well beyond sailboats.

“We spun off a lot of people who went on to do great things in and around the sailing industry. Our workers were dedicated and treated their trade with great skill and respect,” says Pearson.

Pearson Yachts’ legacy is that it built boats to last. Its quality is legendary and its boats dot boatyards and marinas around the globe. “Today it’s like owning a 1960 Corvette. You can buy one of those old Pearsons, drop a bit of money into it and have a boat for life,” says Prescott Cronin, project leader for another high-end Rhode Island boatbuilder, Goetz Composites. “The boatbuilding and product fabrication business in southeastern New England is known for its quality and work ethic, and it all stems back to Pearson and the early boatyards. Work ethic rules the day around here; my mentor taught it to me, and I like to think I pass it on as well.”

That same work ethic likely rubbed off on Enright, who sailed countless miles to one day stand behind the wheel of a Volvo Ocean 65.

“What Charlie lacks in experience, he more than makes up in his approach to managing the difficulties of this race. He wouldn’t have made it even to the starting line without having the qualities of dedication, hard work and the will to see things through,” says Knut Frostad, CEO of the Volvo Ocean Race.

“We talk a lot, my grandfather and I,” says Enright. “I’ve been sailboat racing in and out of many of the same ports he visited years ago in the Navy. It has only deepened our relationship over the years.”

For his part, Pearson can relate to the challenges Enright faces thanks to his own experiences. “Our watches were four hours on and eight hours off. A far better deal than what Charlie is dealing with in the Volvo Ocean Race. His crew is doing three hours on and three hours off and Charlie is bouncing between watches with power naps.”

And then there’s the racing. In this family, spending time on the water is a given. Clint and his wife, Carolyn, sailed and raced together, then raised their children to do the same. Says



The Volvo Ocean 65s, from Farr Yacht Design, were built to strict one-design rules by a consortium of builders (top). Each boat is also fitted out with identical gear, making this Volvo a true race of teamwork. Enright comes from a racing family, which includes grandparents Carolyn and Clinton Pearson (above).

VOLVO OCEAN RACE BRINGS THE PARTY TO NEWPORT, RHODE ISLAND

When Volvo Ocean Race crews sheet in and tack up Narragansett Bay to the finish of Leg 6 off Fort Adams, in Newport, Rhode Island, there’ll be more than a race village waiting in welcome — there’ll be a whole dang city.

Newport’s hosted its share of high-profile sailing events but never the Volvo. Sail Newport’s Brad Read, the lead organizer of the two-week stopover, has vowed to make this a party the sailors and the town won’t soon forget. Here are some key dates to put on your calendar; find all events at volvooceanracenewport.com.

May 5 RACE VILLAGE OPENS In advance of the first boat’s arrival, the Race Village at Fort Adams will open to the public featuring interactive displays, sponsor pavillions, team bases, bars and food vendors.

May 5-17 SAILING FESTIVAL The Race Village will be open daily with youth sailing events, opportunities to discover sailing through Sail Newport, regattas, educational displays and more. The race boats will also be on hand.

May 9, 14 CONCERT SERIES Concerts take place at Fort Adams. Check volvooceanrace

newport.com for the big-name lineup.

May 14-15 PRO-AM RACES Sponsors, VIPs and invited guests will get to mix it up on an in-port race course off Fort Adams. Expect a day of lively racing.

May 16 IN-PORT RACE Volvo crews go head to head on the bay. Spectators are encouraged to watch the action from the fort.

May 17 START OF LEG 7 After a harbor start, crews set sail for Lisbon, Portugal. Pick a spot on shore to see them off.

— Mark Pillsbury

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SPECIAL REPORT

Enright, “My parents sailed and my grandfather was a boatbuilder, so I grew up around the water and on boats.”

In a town like Bristol, Rhode Island, you learn more about the waterfront than just how to sail. “As a kid he used to hang around the club, and in his teenage years he spent a summer working at our shop,” says Cronin, who besides working at Goetz was an assistant sailing coach at Brown University. “Then at Brown, Charlie was just one of those guys that you knew was going to tackle something big. He had confidence and skills, and was very focused.”

Enright’s path to the Volvo Ocean Race included daysailing for fun, one-design racing, team racing and starring in the Disney movie *Morning Light*, which featured a group

IN ONE-DESIGN RACING, ALL THE BOATS GO THE SAME SPEED; YOU CAN’T BEAT BOATS BY FOLLOWING. YOU HAVE TO GET CLOSE TO THE FLEET AND MAKE YOUR OWN OPPORTUNITIES.

of elite teenage sailors who raced aboard the TP 52 of the same name in the 44th Transpacific Yacht Race to Hawaii. It was during the making of the film that Enright first met Hawaiian and soon-to-be Brown University sailing teammate Mark Towill.

Back at school, Enright’s vision for the future came together. When he and Towill graduated, they formed an ocean racing team that successfully competed in a number of high-profile events and eventually led them to form Team Alvimedica for the 2014-2015 Volvo.

“Yes, they are both young and have a young team, but their professionalism and how they go about the process allowed us here at Volvo to help them find their sponsor Alvimedica,” says Frostad.

This year, for the first time, the Volvo Ocean Race is being sailed in one-design sailboats, which means success comes down to how the team performs.

“In one-design racing all the boats go the same speed; you can’t beat boats by following. You have to get close to the fleet and make your own opportunities. I follow the race daily; you can see that is what Charlie is doing,” says Cronin.

Enright’s team, Alvimedica, has finished in the middle of the pack so far, scoring a fifth, fourth, third and another fourth in the legs they’ve completed. When the fleet casts off from Itajaí in April bound for Newport, race fans around the United States will be watching their progress, and in Bristol, Clint Pearson will be watching especially closely.

“As a baby he was in my arms on my boat; now he is sailing around the world. I check in on the race at least twice a day,” says Pearson. “He was home over the holidays and this race hasn’t changed him. He’s still Charlie, easy-going and focused. And when they sail into Newport, I’ll be sitting on Castle Hill looking out at the sea watching for him.”

Dan Egan is a Boston Globe correspondent who covers Olympic, collegiate and ocean racing events.



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WHEN A PLANNED TRANSATLANTIC SAIL DIDN'T PAN OUT, THIS FAMILY FOUND CRUISING NEWFOUNDLAND TO BE A MOST WORTHY CONSOLATION.

By Ben Zartman

Ganymede is the lone boat at anchor at Fogo Island's picturesque Deep Cove.



Damaris Zartman peeks over the bow of Ganymede while looking for sea life during a calm sail off Newfoundland.

IF someone had told me that less than 1,000 miles from the well-traveled waters of New England lay an enchanted island of breathtaking beauty, teeming with wildlife, carpeted in edible berries, inhabited by the most generous people on Earth, and absolutely riddled with harbors, bays, inlets and anchorages, I probably wouldn't have bought it. If they had added that, in spite of these charms, you could sail there all summer and barely see another cruising boat, I also wouldn't have believed it. Any of it. I would have chalked it up to the superlatives that sailors commonly use for their own favorite or most frequented cruising grounds — in some cases their only cruising grounds. Since leaving California and sailing to New England, we've been to lots of people's favorite places — and have some of our own — but never found one that was head and shoulders better than all the rest. That is, until we accidentally wound up sailing in the one I've just described — which we'd barely even heard of.

We hadn't actually meant to explore Newfoundland at all. It was only to be a stopover on our bigger plan to cross the Atlantic Ocean to Ireland. But plans, as they often do, fall apart and get changed, and early in 2013 we found ourselves in a deep bay on the southeast corner of Newfoundland with a whole summer before us. We had a choice: go back to St. Pierre and Miquelon, from where we'd sailed several days before, and then back to Cape Breton Island and the Nova Scotia coast; or sail around Newfoundland counterclockwise and see what it had to offer. Since my wife, Danielle, hates turning back, we needed a consolation prize after having to abandon our long-cherished transatlantic ambitions. So we decided to press on northward, and were rewarded by the discovery of an amazing cruising ground that exceeded all superlatives, staggered the imagination and left

DANIELLE ZARTMAN

us breathless at nearly every turn.

Around the corner of the island at Cape Race, the coast is indented by a series of deep fjords whose cliffs are alive with nesting seabirds: puffins, terns and gannets mostly, but it's not unusual to see a bald eagle or two winging majestically by or sitting stately in a lofty pine. The Avalon Peninsula ports, Fermeuse, Aquaforte and Cape Broyle, provide shelter for boats waiting to round notorious Cape Race, or relief for those who just have. The Labrador Current, traveling south along the Atlantic shore of the island, mixes with the warm, fog-generating waters of the Gulf Stream just there, adding an extra measure of intrigue to an already formidable cape.

In spite of the offshore breezes that accelerate to astonishing force as they funnel down the narrow fjords, we found these harbors a very pleasant introduction to island life and what we could look forward to ahead. Sitting out some weather in Cape Broyle (we needn't have bothered — the endless wind was local, and it was not blowing at all out at sea) we discovered one of the many pleasant aspects of Newfoundland cruising. "That's a bit of a piece to row ashore from your boat," several locals observed in their

In contrast to the sleepy fishing towns we mostly explored on our cruise, St. John's is a busy, bustling metropolis. It's a great place to stock up before heading into more remote parts, especially because you can barely go ashore from the wharves reserved for transients without some outgoing local offering you a ride. Costco, Walmart, Best Buy, ship chandleries, gas, propane, laundry — all the benefits of a big city, with a friendly lift to anywhere you need to go. For those who've been cooped up aboard too long, there's a narrow walking trail along the steep cliffs that guard the harbor entrance, past gun placements from 1812 and World War II, up to the historic Cabot Tower, where the first transatlantic wireless message was received in 1901.

We could happily have spent a few weeks exploring the nooks and crannies of that ancient city, and watching the giant oil-rig tenders, container ships, cruise ships and fishing vessels that come and go day and night without stop. However, there was a lot of coast yet to cruise, and the short summer was getting along — in fact, the only two truly warm days we had that year happened there. The day after we left under double-reefed main to sail past Cape St. Francis and Bay de Verde to the quaintly named port of Old

WE HAD TIME ONLY TO SKIM THE SURFACE, SAILING FROM CAPE TO CAPE WITHOUT GOING DEEP INTO EACH BAY. *We left each one behind with only regrets that we couldn't explore it more fully.* BUT WE HAD TO BE HEARTLESSLY SELECTIVE.

charming Irish-like accent. "Why don't ye tie up to yonder public wharf?"

"We don't want to take anyone's spot without permission," we protested.

"Bless you, that's not no one's spot. If there's room, you ties up, and it's your spot."

We were still wary. "For how long?"

"As long as you wants!" they laughed. "It's a public wharf."

It proved true, and we realized as time went by that you could almost cruise Newfoundland without a dinghy — or "go-ashore boat" as they call it. Nearly every harbor has a public wharf, and the highest we ever paid was \$10 per night. Mostly we paid nothing, and in some places it seemed that the harbormaster intentionally avoided us so as not to have to charge a fee at all. It's just the sort of people they are. By the time we were at Savage Cove, our last port of call on the island, we had tied wharveside in exactly half the harbors we'd visited, and had to pay in less than half of those.

Though we'd been warned of icebergs along this stretch, we saw none as we sailed toward the capital city, St. John's. What we did see, mostly while crossing the wildlife sanctuary of Witless Bay, were whales, pods and pods of them, as well as birds innumerable. The children sat in the sun on the foredeck and laughed whenever a startled puffin took off at a right angle to the boat, his stubby legs pounding the water comically until his wings caught up.

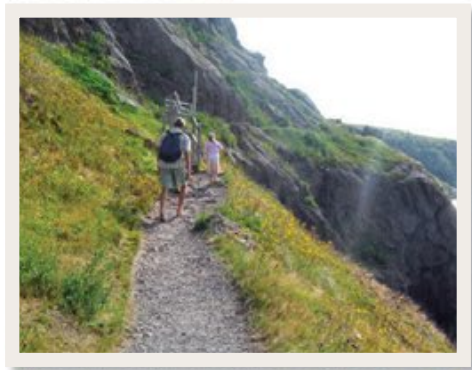
Perlican, we had to put on wool sweaters, which rarely came off for the rest of the summer.

The north coast of Newfoundland is indented by four major bays, each supplied generously with harbors and islands. Conception Bay, Trinity Bay, Bonavista Bay and Notre Dame Bay could easily be cruised for a whole season apiece without running out of places to go. Unlike the south coast, it has very little fog, since the prevailing southwest wind dries out while blowing over the land. We had time only to skim the surface, sailing from cape to cape without going deep into each bay. We left each one behind with only regrets that we couldn't explore it more fully. Who wouldn't want to go to places with names like Heart's Content and Heart's Desire? But we had to be heartlessly selective. As it was, it was on this coast that we discovered what we unanimously agreed to be the most beautiful and serene harbor *Ganymede* has ever anchored in.

"Welcome to Traytown, Population: Zero," reads the lonely sign as you enter a narrow gorge on Ireland's Eye island. Inside the tiny harbor the water was clear as glass, the air was fresh with the scent of pines and a bald eagle stood quietly on a high, mossy rock. Ashore were a few seasonal

Choosing a favorite harbor in Newfoundland is not as easy as it sounds — there are so many contenders. For the Zartman family, the beautiful and serene anchorage at Traytown, on the island of Ireland's Eye, is at the top of their list.





Antigone Zartman (top) explores a waterfall at Cape Broyle Harbour, located just south of St. John's on Newfoundland's east coast. Danielle Zartman (above left) steers by hand during a chilly, yet calm, crossing of the Strait of Belle Isle. An active and industrial port, St. John's has no shortage of interesting ships in the harbor. Emily Zartman (above center) checks out an oil rig tender. The whole family (above right) hikes a trail above St. John's.

fishing cabins, and a web of overgrown trails led between patches of wild blueberries, moldering graveyards and the remains of houses long abandoned. It was all so peaceful, so dreamy, it was as though time wasn't being measured at all.

That's not to say that other spots were a disappointment — they weren't — but every place was different from the last, sometimes markedly so. On Fogo Island we encountered pink, rounded rock formations similar to those on the Quebec coast; a day away in Lumsden South there had been a beach to rival many in the Caribbean; just before that at Pork Island it was piney granite cliffs dropping straight into deep green water.

Each change in topography left us wondering how much more variety there could be, and each new place we sailed revealed that Mother Nature still had plenty more up her sleeve. We saw less than 5 percent of what the coastline has to offer, and in that little bit was more of nature's majestic splendor than we'd seen in the 10,000 miles under the keel since *Ganymede* first left California in 2009.

What did not change, but that we never tired of, was the goodness of the people of Newfoundland. From our first encounter with a "Newfie" at St. Pierre (who helped our daughter Antigone clean some tiny codfish she caught, and who gave us several jars of home-preserved caribou and clams) to the last one (who gave me a lift to the grocery store in Savage Cove), we found them to be the most universally friendly and giving folk anywhere. In all the other places we've sailed there have been people, here and there, who stood out as genuinely, sincerely happy to meet us — to help us if need be, to simply make acquaintance if not, and pass the time of day. But far more often in other places the approach of strangers meant we were going to be begged from, or sold something, or charged some sort of made-up "anchoring fee." Not in Newfoundland. Here the approach of strangers means only one thing: They want to give you something or see if they can help. One has only to begin walking down the road with fuel jugs in hand, and it would be strange for the first passing car not to pull over and offer a lift.

Often, walking along a road, we were waylaid by someone calling out from his or her porch to invite us up for a bowl of soup or a gam, and folk typically came right down to the boat to see what they could bring. Fresh vegetables from their garden? Charts to the Strait of Belle Isle? Seafood? Blueberry muffins? Use of their washer? All these things and more were poured freely forth in abundance by people so generous by nature that they don't even think they're doing good — it's what's done every day in Newfoundland.

There are downsides, of course, to this island — even

paradise has its price. The biggest one is the shocking lack of groceries. Though there are grocery stores, per se, which even on a casual cruising schedule can be visited every week or so, they're not always very well stocked, and the vast majority are the convenience-store sort, with anything remotely fresh becoming quickly rubbery in its small glass hutch. Apart from St. John's, which as a busy international shipping port has absolutely everything, we saw only two cities with a choice of grocery stores. But even when the selection was decent, the prices were not — it felt strange to pay more per pound for vegetables like broccoli than for pork chops, and to pay more for margarine than we normally do in the States for butter. Some prices placed even staples almost out of reach — milk weighed in at an astro-

nomical \$10 a gallon, and we gave up entirely on things like chips and salsa. The locals are so used to everything being canned or frozen that some had never thought to try the rubbery veggies behind the glass, and the major part of all their diets is meat. What places don't have fresh beef and pork have them in every frozen and preserved state imaginable. You can even buy an entire bucket of pickled beef, or simply fish out as much as you need with a hook from the open tub every store seems to have available.

Even their most abundant and delicious food source, seafood, has suffered from their necessarily insular ways. Whenever we were given a few fillets of codfish or some mackerel, they were attended

with cooking directions. "What you does, is you takes pork lard — what we calls 'fatback' — and melts it in a pan, and then you fries the fish."

My answer of, "Not me. I aim to drizzle it with olive oil, sprinkle on dill and paprika and bake it in the oven," invariably met with stares of incomprehension.

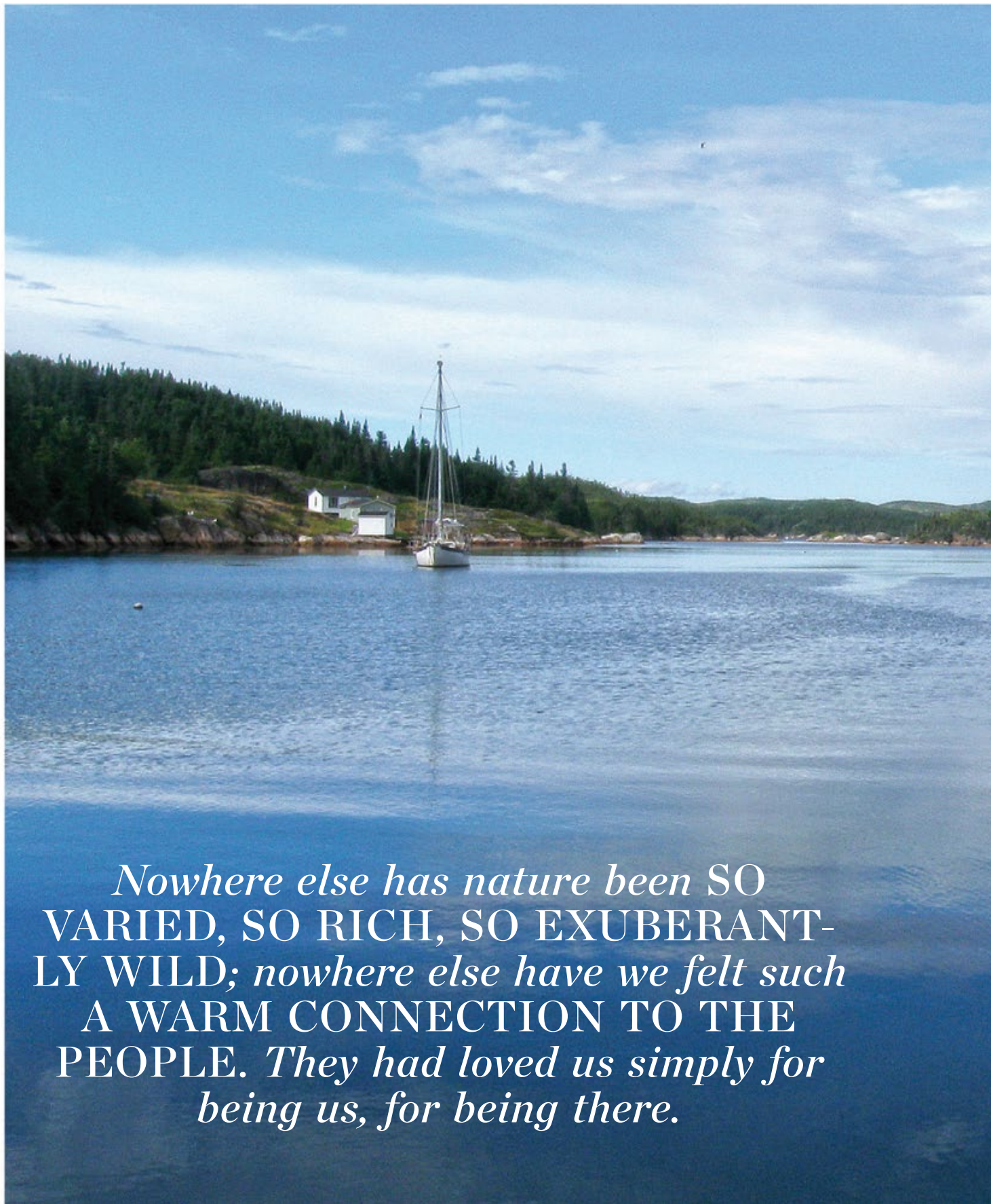
"Or you boils it with potatoes," was usually their second try. Actually not a terrible idea. I had never considered myself a tuber connoisseur, but I can say without reservation that the potatoes in Newfoundland were far and away the finest I've ever tasted. Maybe it's the islanders' Irish roots, maybe it's the climate, likely a little of both; but not only were the spuds heavenly, they were the cheapest food going. Even better were freshly dug ones from garden plots that dot the landscape, some of them less than a foot from the high-tide mark.

As the coast takes a sharp right turn to form the Great Northern Peninsula, English place names like Round Harbor and Fortune give way to handles like La Scie, Fleur-de-Lys and Grandois. This upper portion of coast was used in time out of mind by French whalers and cod fishermen whose memories live in the names they left, though little





Antigone stands confidently at the helm (top). Cannons guarding the harbor entrance at St. John's (center) are a relic from a past era. Small churches (bottom) dot the Newfoundland countryside. As in this anchorage at Pork Island, Ganymede was often the only boat in the harbor.



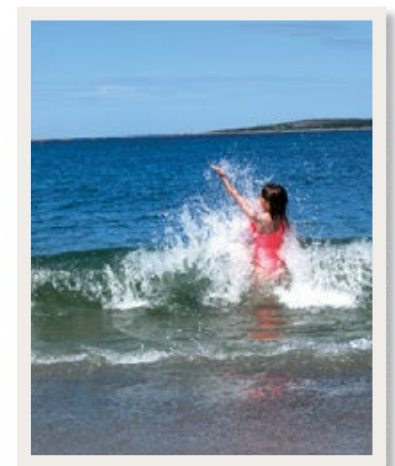
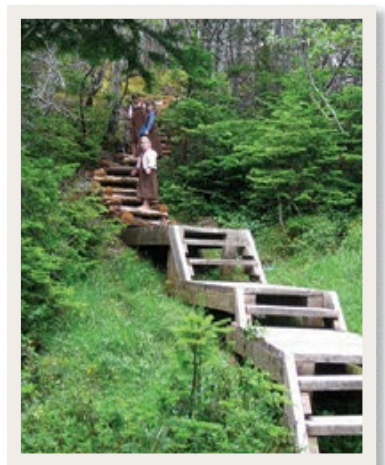
Nowhere else has nature been SO VARIED, SO RICH, SO EXUBERANTLY WILD; nowhere else have we felt such A WARM CONNECTION TO THE PEOPLE. They had loved us simply for being us, for being there.

else remains. Here the distance between settlements is farther, the outposts — villages inaccessible by road — are more remote. Many harbors, even very good ones, remain uninhabited, and the katabatic breezes are even wilder than in the southern fjords.

Near the very tip of the peninsula, at the threshold of the Strait of Belle Isle, we visited the major city of St. Anthony. It boasts two grocery stores, is home to an important regional hospital and was missionary Sir Wilfred Grenfell's base of operations for his famous medical work in Labrador. As in the rest of Newfoundland, which is careful to preserve its wonderfully rich history, the past seems to be still in progress. Some of the old Grenfell mission buildings still remain, such as the original hospital and historic churches.

From the well-sheltered anchorage you can hear on weekdays an authentic steam whistle still calling workers to begin the day and dismissing them at the end.

The scariest, and potentially hardest, part of sailing around Newfoundland is the Strait of Belle Isle. Since the prevailing weather is from the southwest, most people go around the island clockwise, and if they get too much wind in the Strait, at least it's from astern. Often there is rather a lot of it, plus respectable tidal currents, frequent fog and abundant icebergs, mixed in with shipping of all sorts. We had read stories of, and knew personally, folks who had tacked for days back and forth across the Strait between Newfoundland and Labrador, trying to pass through to the Gulf of St. Lawrence as we needed to. It didn't help



This hiking path above Trinity (top) was the perfect place for the girls to burn off some energy. The abundant wild berries were a frequent treat (center). Sometimes it even warmed up enough for the kids to take a swim (bottom).

that, in September, sailing season was officially over: The fishermen had mostly packed it in for the year, and there was a tropical storm or two spinning away out in the North Atlantic. We had thought then, sitting out our third gale in 10 days in a small bay at the very northern end of Newfoundland — and not knowing whether we'd get through the Strait or not — that we'd be pretty happy to see the last of this island. We regretted that unkind thought when as a reward for our patience we got a perfectly quiet day to traverse the Strait, with a following wind, no sign of fog and a fair current that got us through to Savage Cove with hours of daylight to spare.

The next morning we sailed out to cross the Strait to the mainland coast of Quebec. We had arrived in

Newfoundland, months before, at Trepassey Bay in the fog, and now as we left, a fog rolled in to hide the island from view. The relatively little we'd seen of Newfoundland had left a deep impression. Nowhere else has nature been so varied, so rich, so exuberantly wild; nowhere else have we felt such a warm connection to the people. They had loved us simply for being us, for being there. It's a wonderful feeling, and connected to such a wonderful place, it's no wonder we were sorry to have to leave.

The Zartmans are currently living in Bristol, Rhode Island, while making improvements to Ganymede and warming their winter with memories of voyages past.



From the tideline at our Selden Neck campsite, (left to right) Paul Mirto, Noah Muggleston and Bob Muggleston pause with two of our four craft, loaded up and ready for an idyllic Sunday-morning sail home. The clinker-built gunter-rigged tender at left is Frith. The Blue Jay at right carried Noah and Bob up the river and back. “I love living in the wild,” was 6-year-old Noah’s mantra, earning him the everlasting regard of his elders.

NIM MARSH

A Confederacy on the Connecticut

Four bluewater sailors set off on an adventure that's as large as their sturdy craft are small.

By Tim Murphy

Was our mentor 6-year-old Noah—ecstatic swimmer, able master of the wood saw, son of our friend Bob? Was it *Elwyn*, the lapstrake Shellback with standing lug rig that carried in its minuscule hold all the design and poetry from two generations of Whites of Brooklin, Maine? Or was it *Frith*, the 70-year-old cod-head mackerel-tail tender that Murray Davis brought across from England on his way to founding *Cruising World* magazine?

During three days on the Connecticut River and untold cozy evenings afterward, there'd be plenty of time to untangle these and other twisted knots.

One thing's for sure: Our preparation for this June outing had been thorough. Paul Mirto served a tour as a Coast Guard coxswain near the Canadian border, interdicting cocaine and halibut. Bob Muggleston sailed to Bermuda and Lunenburg, Nova Scotia, in calms and fogs and gales. Nim Marsh crossed the Atlantic back and forth several times on several different boats, and I practiced on a 130-foot brigantine between New England and Key West, then voyaged to Hawaii on a one-time Whitbread winner. Add up all those decades and our tens of thousands of sea miles, and we reckoned we were ready for this: a round-trip river passage from Essex to Selden Neck—6 miles up and 6 miles back.

We dubbed ourselves the Confederacy of Dunces.

Dreaming Small Craft

“Waking or sleeping, I dream of boats,” wrote E.B. White, *Charlotte's Web* author and father of Brooklin Boat Yard founder Joel White, “usually of rather

Nim's Frith and Bob and Noah's Blue Jay work the eddies along the Selden Neck shoreline (top). Elwyn, the Shellback named for Joel White's father, is a joy to sail (bottom) and easy to derig and beach at the end of the day.



The Joel White-Designed Shellback Skiff

I named my boat for Elwyn Brooks (E.B.) White, one of my favorite writers and the father of the man who designed all the magic into the Shellback. What was Joel White's secret? He based this 11-foot skiff on one crucial decision: no motor. In the after sections of the hull form, where buoyancy would have been required to support the weight of an outboard on the transom, he introduced rocker. The result is an 11-foot skiff that sails, rows and tows like a dream.

Joel White created this boat for do-it-yourself builders. A cottage industry of teaching programs has grown up around this and others designs like it—the 11-foot Shellback, the 13-foot Pooduck, the ubiquitous Nutshell pram. They're all glued-plywood lapstrake construction. The target build time for a person with good hands is 100 hours. The designs, as well as kits of precut materials and an excellent book called *How to Build the Shellback Dinghy* by Eric Dow, are all available through the Wooden Boat Store (woodenboatstore.com).

SPECS

Shellback skiff

LOA: 11' 2"

LWL: 9' 10"

Beam: 4' 5"

Draft (shallow): 6"

Draft (deep): 2' 3"

Disp.: 100 lb.

Sail Area: 56 sq. ft.

small boats under a slight press of sail. When I think of how great a part of my life has been spent dreaming the hours away and how much of this total dream life has concerned small craft, I wonder about the state of my health, for I am told that it is not a good sign to be always voyaging into unreality, driven by imaginary breezes.”

The breezes on the afternoon of June 22 were anything but imaginary. In fact, they were ominous. We'd planned to convene early in Essex, unload our trailered boats and camping kit at the public ramp, stash the cars several blocks away at the town-hall parking lot, rig up and get out onto the river while the sun was still rising. Of course it didn't work out that way. We did get our four boats in the water—Bob and Noah's 13-foot Blue Jay; Paul's 16-foot canoe; Nim's 10-foot *Frith*; and my 11-foot *Elwyn*. But by the time we'd ticked all the boxes, the summer's first dark cumulus clouds had already built. As we paddled and short-tacked through the pilings of North Cove and the busy slips

of Brewer Dauntless Shipyard & Marina, angry cat's-paws had already started riffling the water's surface. The river we sailed into was quickly emptying of recreational craft.

Two things about the body of water we were negotiating: the Connecticut River is tidal; and the Connecticut River is a river. Being tidal—the Algonquian word *quinetucket*, for “long tidal river,” gives the name to both the state and the watercourse—the Connecticut would offer us two magic-carpet rides per day but also two Sisyphean challenges; it was up to us to choose which. And being a river—flushing 19,600 cubic

feet of fresh water down from Quebec every second — it forced us to concede that the ebb would beat the flood every time, at a top rate of 3.5 knots. We were just now sailing into the wrong side of that cycle.

So we power-reached straight across to Nott Island and hurriedly pitched camp before the first hard rain fell.

The squall turned out to be a blessing. Sure, the gusts shook our tents for a long half-hour, and two or three lightning bolts crashed jarringly close. But on a more benign summer Friday, we'd never have the first-come-first-served campsite on Nott Island to ourselves. When the clouds passed, we spent the rest of the day just lazing about: swimming, roasting sweet potatoes and steak tips over an open fire, sharing good laughs with old friends and marveling at the incomparable beauty of a New England summer evening that'd just been scrubbed so clean.

Cockleshell Cruising

In 1999, for *Cruising World's* 25th anniversary, my colleagues and I convened a symposium on the future of yacht design. One theme emerged from that conversation that I've never forgotten: The most interesting places to cruise are in the interfaces where water and land meet, usually only visited by ducks and kayaks. Then in October 2001, Nim Marsh edited a *CW* piece called "Great Glen Raid Is a Small-Boat Highland Fling." The raid in this sense meant not a military attack but a long-distance cruising rally for small traditional sailing craft from all over Europe: an Orkney spritsail yawl, a gaff-rigged Montagu's whaler and a Dutch grundel with leeboards, among others. These boats, powered only by sail and oar, crossed Scotland's 60-mile Caledonian Canal together. The organizers felt they were riding the wave of a new trend: cockleshell cruising.

Not long afterward, fired by the spirit of the Great Glen Raid, several of us organized a series of our own cockleshell rallies. Transiting the length of Rhode Island's Narragansett Bay, we called our rallies the Great 'Gansett Raids. For five or six years running, we'd host one annually, and at the height of their popularity, our Raids drew a couple of



Bob and Noah ghost past Brockway Bar in their Sparkman & Stephens-designed Blue Jay on a lazy afternoon reach (below). At our Selden Neck campsite, Bob and Tim tend the fire, while Noah and Paul prepare for a feast (bottom).



dozen cockleshell cruisers. The Confederacy of Dunces that gathered on the Connecticut was born of those Raids. Then as now, *Frith* was always the pride of the fleet. You can read the whole story about the boat and Murray Davis in "A 30-Year Passion for Sailing and the Unknown" (*CW*, October 2004).

Saturday, with our Nott Island campsite cleared and all our gear loaded into dry bags, we spent a clear day riding a building sea breeze upstream to Selden Neck, where we'd reserved campsites in advance. That day of sailing *Elwyn*, Joel White's gorgeous design, is one I've been dreaming of over and over again on many a cold evening since. The Shellback's lug rig is a marvel: she's a dream downwind, with no shrouds to limit the sheets. Better still, part of the sail's area extends forward of the mast; being semibalanced, the sail jibes gently every time. The curve of the sheer line is uncanny: Waves and wakes that look certain to swamp the boat pass just under the gunwales.

Camped at Selden Neck that night, I wanted nothing more than to cancel everything and carry on upstream as far as the river would carry me. But I had to be home in Rhode Island by the next afternoon. So I fell asleep with a mature plan to cross the river the next morning directly to Deep River, call a cab and bring my car and trailer up to load the boat and head home.

"See that?" Nim asked the next morning at first light.

The river was ebbing vigorously past our bank — toward Essex and our cars. The land breeze was blowing gently downstream. "Let's do it."

We quickly packed up our tents, loaded them into the boats and slipped out into the river. The light barely took the tops of the trees. As we ran down a reach of the river past Brockway Bar, sheets eased and water gurgling, with no one but our small party to see it, a bald eagle dropped down from the eastern bank and soared between our two boats to the other shore.

Our Confederacy would have something to dream about for another season.

CW editor-at-large Tim Murphy is a writer, editor, and co-author of Fundamentals of Marine Service Technology (ABYC, 2012).

Boat-Camping on the Connecticut

The state of Connecticut manages four boat-camping areas on the Connecticut River, each with a limited number of sites: River Highlands, Hurd State Park, Gillette Castle State Park and Selden Neck. These are primitive campsites with fire pits and pit toilets. Stays in each spot are limited to one night. They're available May 1 through Sept. 30 and are reserved exclusively for overnight stops by those traveling on the river. For more information, contact the Department of Energy and Environmental Protection (ct.gov/deep).

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Very Big Passages, Very Little Kids

What does it take to safely cross oceans with very young children? Vigilance, ingenuity and a lot of eye straps. *By Mike Litzow*

When my wife, Alisa, and I set sail from Alaska to Australia on *Pelagic*, our Creaklock 37, our son Elias was 10 months old. By the time our second son, Eric, was born, we were in Tasmania and three years into our life afloat. To accommodate the growing family we traded up to *Galactic*, a 45-foot steel cutter. The happy chance that we found this new boat in California saw us sailing across the Pacific with a toddler for the second time.

Because we didn't wait until the kids were "old enough," Alisa and I gained years of voyaging instead of being stuck ashore in dreaming mode. Our kids have spent their short lives with the beaches of the Pacific as their playgrounds, and they take life on a boat completely for granted. Living on a traveling sailboat, where every day is a shared experience, has given us a closer family life than we would have had ashore, with the parents going off to work and the toddlers going off to day care. To realize these benefits, though, we had to take on the tremendous responsibility of keeping young children safe offshore. As in all aspects of sailing, different things work for different people, but we found a set of

approaches that allowed us to look back at our two Pacific crossings with toddlers as the peak experiences of our lives.

Strap 'Em In, Tie 'Em Down

The first trouble with toddlers on a sailboat is that they are under the age of reason, so they can't look out for themselves and can't follow instructions. This lack of common sense means that young children require elaborate restraints at sea. New parents ashore can simply buy the requisite gear for babyproofing a house, but babyproofing a sailboat requires a bit more ingenuity.

When we were preparing *Pelagic*, our first goal was to create two places — one abovedecks and one below — where we could leave Elias unattended and know that he was safe. That turned out to be a key modification for sailing with a baby or toddler — our answer to all sorts of "what if" scenarios in which we would be temporarily unable to care for our boy. The spot abovedecks was easy — we were taking a car seat with us for use in port, and through-bolting a handful of eye straps in the cockpit allowed me to securely lash the seat in place. This became a favorite seat for Elias on passage, comfortable no matter the motion

of the boat, and his go-to spot when we were anchoring or docking.

The obvious candidate for a safe spot belowdecks is the kid's bunk, and an escapeproof berth is vital once children start to walk, as it prevents roaming in the middle of the night when adults aren't looking. We started by cutting off the legs of a folding crib, which then just fit into our forward bunk. I made a cover out of the same netting used on our lifelines to keep Elias from escaping, and all of the basic requirements from the kid's perspective were satisfied — the crib was comfortable, it was safe and he could be left there unattended. From the parents' perspective, we ran into problems in port, when we wanted to sleep in the double forward bunk. The crib needed to be set up forward for Elias to fall asleep, and then moved back to the saloon when it was time for the adults to go to sleep a few hours later. It's hard to explain just how grumpy wrestling the crib would make me at the end of a long, wet day on deck. Suffice it to say, the system only lasted a week. I replaced the crib by creating two baby bunks out of netting, eye straps and carabiners — one up forward in the double, and one inside a lee cloth in the saloon. The baby bunks had enclosures that clipped together and made secure little cages that Elias couldn't escape, but folded away to nothing when they weren't in use.

When you do make a bespoke little

The Litzow family lives aboard their boat, Galactic (left). Netting strung around the cockpit helps make a secure play area when sailing offshore. On the opposite page (clockwise from top left), Alisa hangs cloth diapers on passage to the Marquesas. For multiple reasons, disposable diapers are not an option for long-distance voyagers. Ever curious, Elias watches what's happening in the galley from the security of a playpen lashed into the saloon. A car seat secured under the dodger gives Eric a comfortable vantage point in the middle of the action. Parent fatigue is an important issue when passagemaking with young children. The psychological demands on Mom and Dad are considerable.





sea bunk for your baby, though, you're taking on a lot of responsibility. Land-dwelling Americans buy cribs that have been exhaustively tested to make sure they pose no threat of strangulation. By turning our backs on land life and choosing to rig up string-and-netting lee cloths in our cruising boat, we were also turning our backs on all of the support that society provides in the form of safety standards. Take *excruciating* care with every detail of your setup and make sure there is no way that your child's head can fit through any gap — trucker's hitches are particularly useful for tensioning the lee cloth and eliminating dangerous sags. Going to sea with a young child means that every detail is important. And every detail is your responsibility.

Young children also need secure places to eat and play, regardless of the motion of the boat. This first requirement was easily solved by fastening eye straps to settees in both our boats to make tie-down points for a plastic chair-and-tray combination, designed to tie in to a kitchen chair. Because the saloon table on *Pelagic* folded away against a bulkhead, that boat had a big enough space for a folding playpen, and, lashed down with the ubiquitous eye straps and padded with settee cushions, it made an ideal spot for Elias to ride out a few thousand miles of coastal sailing as we made our way down the West Coast.

CREATING SAFE PLACES WHERE WE COULD LEAVE ELIAS UNATTENDED TURNED OUT TO BE OUR ANSWER TO ALL SORTS OF "WHAT IF'S."

By the time we jumped off from Mexico to the Marquesas, the combination of his growing strength and balance and the ever-growing value of storage space on *Pelagic* saw the playpen eighty-sixed. Our experiences with the crib and the playpen summarize our luck with most standard-issue baby gear: It just doesn't fit on a midsize monohull. Those little jump-up chairs that attach to a door frame and seem ideal for hanging in a boat's rigging? They came aboard both our boats, but didn't last long.

Ironically, *Galactic*, though a much



Young children need properly-sized deck harnesses for passagemaking (top). We added crotch straps for safety and comfort. A leecloth made of netting gives Elias a comfortable, safe bunk at sea (bottom).

bigger boat, doesn't have the open saloon of *Pelagic*, and so lacks a spot for a playpen. We used eye straps and bungee cord to lash cushions over everything sharp — latches, hinges, locker handles — in the area of the sole where 1-year-old Eric naturally spent most of his time. On both boats, I made baby gates out of netting and eye straps to deny the boys access to the galley and companionway. On *Pelagic*, I used another stretch of netting to keep Elias from being able to reach the galley stove from the settee. When he wouldn't stop grabbing the cables running into the backs of our radar and ham radio, we wrapped them in a scrap of Sunbrella fabric and tied them up with eye straps to keep those critical connectors out of his reach.

But! Beware the limitations of all of these baby barriers. In our experience, toddlers can climb before they can do anything else. And their ceaseless development means that they are forever exceeding their previous abilities. You

may learn that your little crew are able to get over some critical safety barrier only after they have gotten over it, and found themselves in the danger that they were meant to be out of. Eternal vigilance is the watchword.

On deck, restraining a young child becomes even more important. We strung netting around the cockpit and aft deck of both boats to make secure play areas, but we never relied on the netting alone. Our toddlers always wore harnesses when abovedecks unless they were in the cockpit on a calm day, literally in arm's reach. Crewsaver makes good harnesses for very young kids, to which we added crotch straps.

Keeping Them Clean

The second issue that distinguishes toddlers on a boat is that they're not mature enough to use the head. Dealing with diapers afloat is a tractable business. First, cloth diapers are the choice for passagemaking families. There is no way that you want to store weeks' worth of dirty disposable diapers while on passage. Nor, when you make landfall, do you want to tax the inadequate waste-disposal system of some tropical paradise with your pounds of poop plastic. So cloth it is. We add a reusable hemp liner for extra absorption.

The great downside of cloth diapers is, of course, washing them. Luckily, running water is effortlessly and endlessly available on passage. Our approach offshore (full disclosure — Alisa's approach; I didn't do the diapers) was to dump the bomb inside the diaper overboard and then drag the soiled diaper and liner in a mesh bag behind the boat. A half hour at 6 knots was enough for a thorough first wash. We lashed two five-gallon buckets with lids on deck, each half-full of fresh water and a dash of NapiSan. The diaper went from the mesh bag to the appropriate bucket (one for peed-in diapers, one for bombs) and soaked. Then, every other day, Alisa would rinse all of the soaking diapers and hang them to dry. After months of practice, she was able to rinse two days' worth of diapers with a quart of fresh water. For cleaning the little one, toilet paper with a bit of lotion offers a biodegradable replacement for baby wipes.

Parent Care

For all the barriers and padding that

we added, we found that sailing with a 1-year-old means keeping the child within arm's reach for most of the waking day. Standing watch becomes more difficult, since one person is often unable both to care for the child and keep a proper watch. If both parents are awake when the child is awake, and take turns standing watch while the child sleeps, exhaustion becomes a real problem. On our first Pacific crossing, we reasoned that sailing with Elias made us de facto singlehandlers, since one parent was always required for child care. Of course singlehandlers make it where they are going more often than not, in spite of their inability to keep watch. So offshore at night we set our radar alarm to warn us of approaching vessels or squalls and both slept. On our second crossing we didn't have radar, and we had seen enough tuna boats offshore without AIS that we didn't want to rely on that technology alone. So we stood watches all through the 10,000 miles between

San Francisco and Hobart. We handled the considerable fatigue that resulted, though I'm not sure we could have done it without the experience of one Pacific crossing behind us.

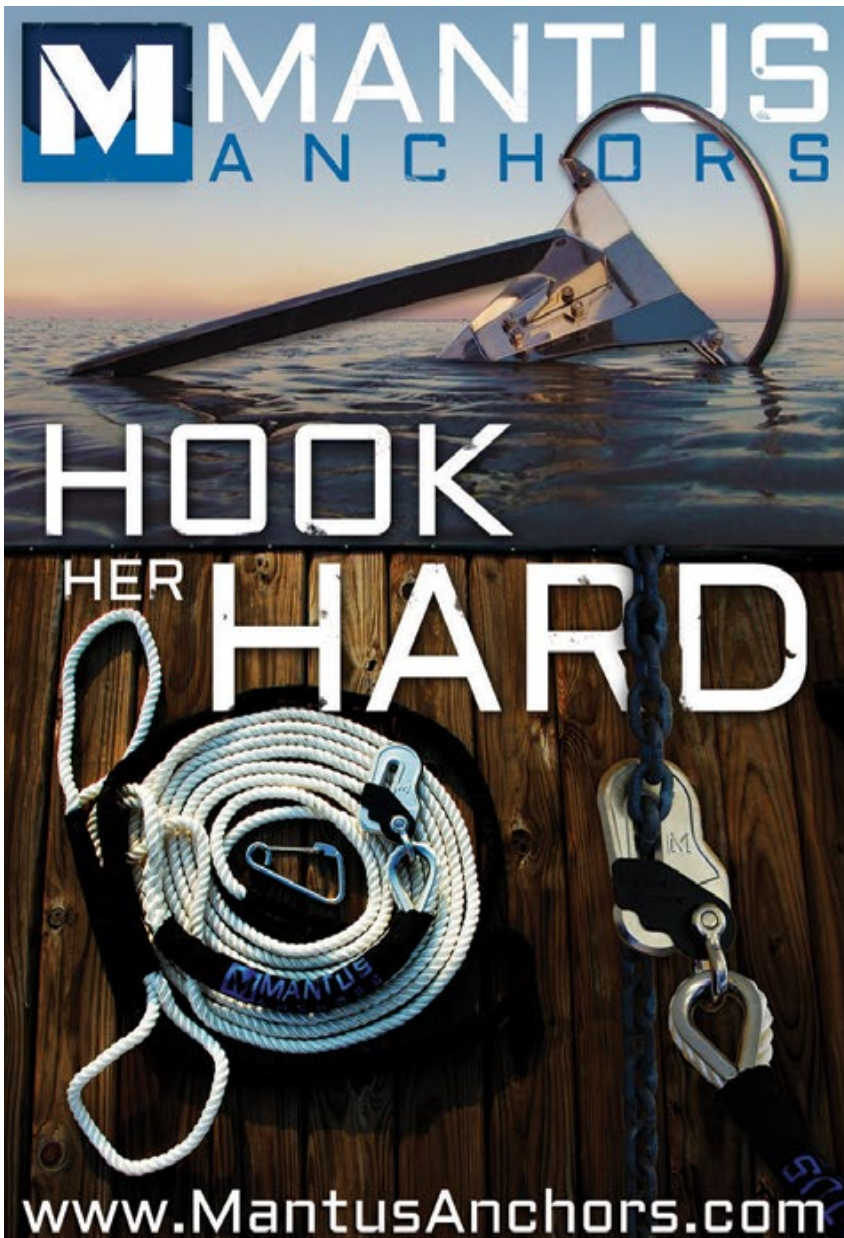
Since having very young crew means that one person will be singlehanding the boat while the other is looking after the child, both parents need to be competent to handle the boat on their own in an emergency. Routine tasks like reefing and jibing need to be one-person affairs. The demands of child care at sea, and the need to make sure someone so dependent comes through the experience just fine, require a very high level of seamanship. We found that young children are completely unfazed by the experience of going to sea, but the psychological demands on the parents are considerable.

Little Steps

So how do you know that you're ready to take a young family to sea if you've got limited experience? With an all-adult

crew you can throw yourself at big passages and learn as you go, but with little kids you need to gain experience incrementally to avoid finding yourself in a we'll-never-do-this-again moment. The very first "passage" we did with Elias was a 5-mile daysail. Before we left Mexico on our first Pacific crossing, we had 3,000 miles of coastal sailing and a handful of passages, up to a week long, behind us as a family. After every trip we found ourselves tweaking our systems for taking care of Elias, so that when the passage to the Marquesas came along we were confident that the whole family could handle three weeks at sea.

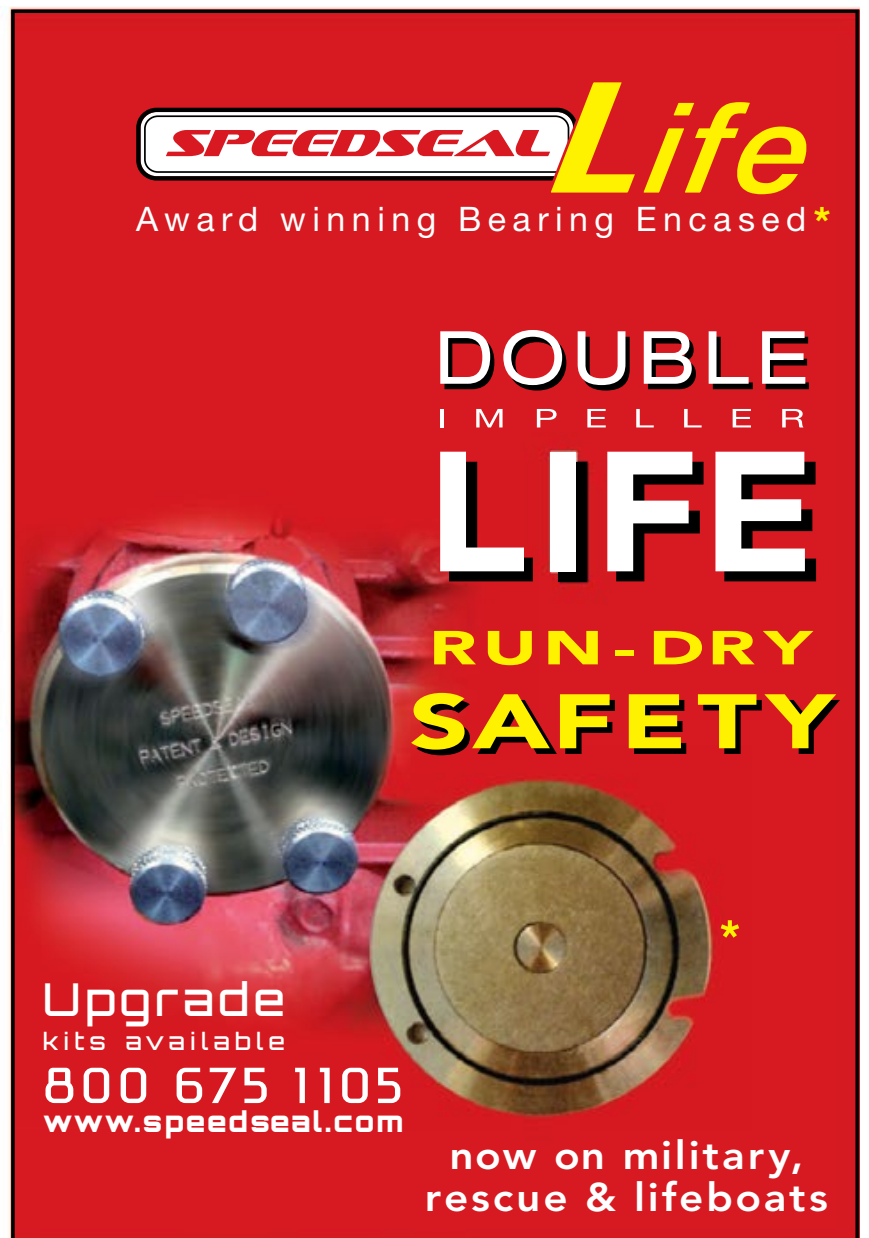
Mike Litzow is the author of South from Alaska: Sailing to Australia with a Baby for Crew. Visit Mike's blog, "Twice in a Lifetime," at cruisingworld.com/galactic to read more about the Litzow family's adventures. At press time, Mike and family were exploring Patagonia aboard Galactic.



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No Foil to This Coil

Having trouble with coiled halyards or lines that keep coming undone? Let's solve the problem once and for all. *By Herb McCormick*

So here's my secret: When it comes to knots and rope work, I suffer from a mild form of, well, marlinespike dyslexia. When I get a knot, or splice, I've got it. But sometimes it takes me more than a few practice repetitions for the light bulb to click on. Even so, over the years I tried about a thousand different ways to coil halyards on mast-mounted winches. And I'd still never been able to come up with the perfect method. Until now.

I have sailmaker Carol Hasse of Port Townsend Sails to thank. In Maine last fall, in preparation for a transatlantic

sail later this summer, crewmate Hasse took pity on me as I was fumbling around when we were cleaning things up after reefing the mainsail on *Eleanor of Hewes Point*, a Valiant 42 ("Shakedown on Penobscot Bay," April 2015). In seconds flat, she showed me how she does it. Voilà. It was so simple and sensible even I learned it straight away.

If you're also afflicted by, well, Bitter End Syndrome, give this a try. You won't be disappointed.

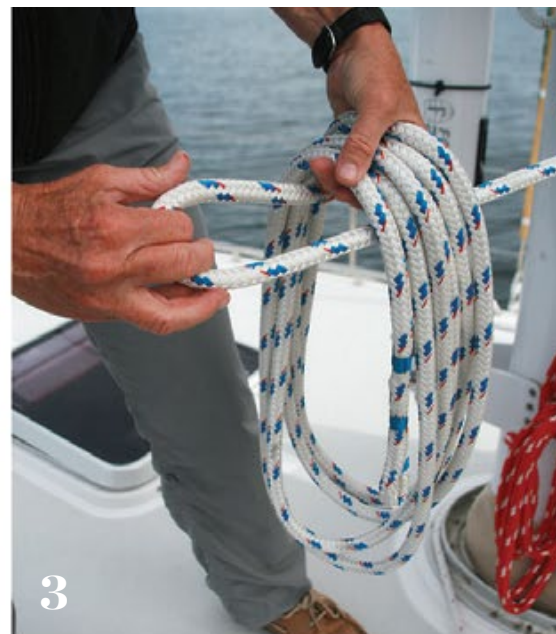
Herb McCormick is CW's executive editor.



Once the sail is set or reefed with proper halyard tension, begin by coiling the line clockwise as you normally would, about a foot and a half from the mast.



After you've coiled the line neatly, reach through it with your free hand and grab the bight (or middle) of the remaining uncoiled line.



Pull the bight through the center of the coil, forming a loop directly beneath where your other hand is grasping it.



Take the loop and pass it directly over the top of the coil. Then with the remaining bight of the line, repeat the procedure, making a second loop.



The second loop that you created will be used to secure the coil to the mast-mounted winch. The loop should be just large enough to fit tightly.



And there you have it: A coil that's tight and secure, and won't fly away or come undone while you're underway, even on a steep heel.

This Bottle Is Way Cool

You may not fully comprehend their significance, but coolant recovery bottles are the unsung heroes of the engine compartment. By Steve D'Antonio



The coolant recovery bottle acts as a reservoir for the engine's cooling system. Periodically check to make sure the level of coolant is between the minimum and maximum marked on the bottle (left). If coolant is needed, don't add it to the bottle; the system should be refilled using the pressure cap (center). The cap is designed with springs, gaskets and a check valve (right). As coolant warms and expands, creating pressure, liquid flows into the coolant bottle. When the engine cools, a vacuum is created and the cap allows fluid to flow back into the system.

Yet another component that too often is given short shrift by boatbuilders and boat owners, the coolant recovery bottle does more than just prevent spills — it also provides a window to your engine's cooling system.

Closed or pressurized cooling systems offer several worthwhile benefits: They raise the coolant boiling point, keep the system free of air and reduce cavitation. Cavitation can scour metal from cooling passages, weakening engine blocks and cylinder heads, and lead to premature circulator-pump failures.

From a pressure perspective, for every pound of pressure under which the system operates, the boiling point of the water-coolant mix is raised 3 degrees Fahrenheit. (As the boiling point of coolant varies with concentration, the boiling point of water is used for reference.) Therefore, a 15-pound pressure cap raises the boiling point 45 degrees F, affording an additional margin against boiling and overheating. Most closed cooling systems operate at somewhere between 6 and 15 pounds per square inch. The pressure is maintained and regulated by a pressure cap, which is typically located on the cooling system's metallic expansion tank (some tanks may be remotely located above the engine if the vessel's water heater heat exchanger is located above the main pressure cap). Pressure caps are typically embossed with a pressure rating that's calculated by the engine manufacturer. Under no circumstances should a pressure cap be replaced with one that hasn't been specified by the manufacturer.

Pressure caps that are designed to operate with recovery bottles include two rubber gaskets, two springs and a check valve. In practice, once the engine is in operation the coolant heats up and expands; when it reaches the pressure rating of the cap, the primary spring is compressed, allowing coolant to flow through the filler neck and into the discharge spout. If the spout is connected to a coolant recovery bottle via a length of hose, the coolant will be captured.

After the engine is shut down, the coolant will cool and

contract, creating a vacuum within the cooling system. When a high enough vacuum is achieved, it overcomes the second spring in the cap, the one that's associated with the check valve. Coolant flows from the recovery bottle, past the valve and back into the engine's cooling system, keeping it full and air-free. Caps and the filler necks into which they are screwed should be inspected periodically; look for deterioration of the rubber gaskets, broken springs, corrosion, dents or cracks.

Provided the proper cap is used, a recovery bottle can be added to any closed cooling system. Regular inspection of the bottle is key. When the system is operating properly, coolant should always be visible in that translucent recovery bottle. Most bottles have level lines for "cold" and "hot." The recovery bottle should not be used to top off or fill a cooling system; that must be done via the pressure cap. Once the bottle's full, however, it will serve as a valuable level indicator.

Note the level of coolant in the bottle when the engine's cold. Once the engine reaches operating temperature, the level must rise. If it doesn't, the system is not operating properly. After the engine is shut down and cools off, the coolant level should once more return to the same cold level. If it sinks lower, the engine is leaking or consuming coolant. If you are forced to top off the coolant in the system repeatedly, or if the coolant level never moves within the bottle, it indicates that a problem exists.

Finally, recovery bottles do not rely on gravity, which makes it unnecessary to mount them above the pressure cap. Instead, they should be installed so that the bottle's cold-level mark is no higher than the pressure cap. With this approach it is possible to remove the pressure cap for inspection purposes without coolant flowing from the recovery bottle and out the pressure-cap filler neck.

Steve D'Antonio offers services for boat owners and buyers through Steve D'Antonio Marine Consulting (stevedmarineconsulting.com).



Getting Connected

Electronics: Whether you need reliable Internet access aboard for work or you just like the convenience of Web browsing from the cockpit, there's a Wi-Fi system for you. *By Green Brett*

On a cold and gray day in mid-February, I received three of the more popular marine Wi-Fi systems on the market today. Designed to connect your boat to shore-side access points, each of the products occupies a niche within a niche market. Over the next two days, I read the accompanying literature and installed and tested each system, benchmarking them against my 4-year-old home-

made system that is permanently installed aboard our boat, *Lyra*.

This is by no means an exhaustive look at what's available; I selected units that are readily available and designed specifically for the recreational marine market (not superyachts). These units also represent what might appeal to a variety of users — someone who just needs a casual Internet connection, a techie type and someone who's Internet dependent because of working remotely.

All three of the products, the Wirie Pro, Rogue Wave and Bad Boy Xtreme MJ, use the Ubiquiti Bullet M2HP radio device as the cornerstone of their system. The radio device amplifies the signal it receives from local

shore-side Wi-Fi stations, known as access points or by the abbreviation AP, and broadcasts your data back at maximum legal output. Range varies depending upon environmental factors, line of sight and the hardware attached to the Bullet M2HP. In my testing, each of the systems performed perhaps 25 percent better than *Lyra's* older mizzen-mounted Bullet 2HP. As expected with such similar hardware, all three operated in a nearly identical manner in regard to the number of access points each could find. Therefore, I will focus on cost, peripherals, overall ease of setup and use, and the firmware interface.

A Great Buy

Built by Wave WiFi, the Rogue Wave has in many

To try out the Bad Boy Xtreme MJ, Wirie Pro and Rogue Wave Wi-Fi antennas (from left), they were mounted on a rack in Lyra's cockpit. All outperformed the existing onboard Wi-Fi system.

ways set the bar in long-range Wi-Fi connectivity onboard boats. Founded in 2009, the Rogue came out in response to users who wanted something like the high-powered units available on the market but at a more attractive price. The company has successfully created a clean, simple and effective product, and at \$350, it's a great buy.

The Rogue Wave installation was a breeze. As outlined in the *Quick Start Guide*, I put the basic parts together in less than five minutes and had the antenna mounted to the test rack a moment later.

MARINE WI-FI RESOURCES

Bitstorm: bitstorm.com

Digital Yacht: digitalyachtamerica.com

PDQ Connect: pdqconnect.com

Rogue Wave: landandseawifi.com

The Wirie: thewirie.com

WiFiRanger: wifiranger.com

The end of the Cat5 cable from the unit clips into the power adapter, referred to as the PoE (see “A Wi-Fi Glossary,” page 56). One pigtail from the PoE goes to your laptop or your router; the other is connected to a power source. The unit came with both AC and 12-volt adapters; I used the latter. The system came up immediately.

Once it was powered up, the *Quick Start Guide* had me navigate to a startup page where a list of hot spots, ranked by their strength, appeared. I clicked on the best one and moments later I was surfing the Web.

The manuals that come with the unit, including the *Quick Start Guide*, are available online or can be pulled off the CD that’s included. If you do not have a way to read the CD or go online, be sure to order a hard copy of the *Quick Start Guide* to get you going.

With the firmware’s emphasis on simplicity, there is currently no way to see the MAC address of the hot spot, which can be handy if you have a variety of stations to choose from and know from previous experience which one performs best. With the Rogue Wave, simply choose the best signal and mark it as a favorite. There is also no security login to prevent access to the firmware on the radio device, but most users will either plug their laptop directly into the Rogue Wave or plug the antenna into a router that has security.

When I called the company, customer support picked up on the third ring and clearly knew their product. Should you want a tough stainless-steel casing for the radio device, the Rogue Wave Pro is available for an additional \$100.

Bottom line? The Rogue Wave is simple to install, set



up and use. With an attractive price tag, this system would be a good choice for those who want a Wi-Fi connection to the outside world with a minimum of fuss.

Well-Built and Versatile

Of the three units, the Bad Boy Xtreme MJ with the optional Unleashed N private hot-spot bridge had the most pieces to put together. It had fairly detailed but clear instructions; it took me about half an hour to piece everything together and install the antenna on my test rack.

Bitstorm supplies a privately branded heavy-duty 75-foot shielded UV-protected Cat5e cable and a junction box. The box allows you to shorten the cable if you don’t need the full length or if you need to cut the wire so it can be routed through the deck or another structure and then need to reattach the end connector. (The company recommends drilling a hole to match the cable’s size rather than a larger hole to accommodate the end fitting.) The company even includes a cable-stripping tool to make the job easier. The junction box also provides a handy disconnect when the antenna is mounted on a mast that needs to be unstopped.

When I spoke with Michael Lahrkamp at Bitstorm, he suggested that I cut open its antenna so I could see that

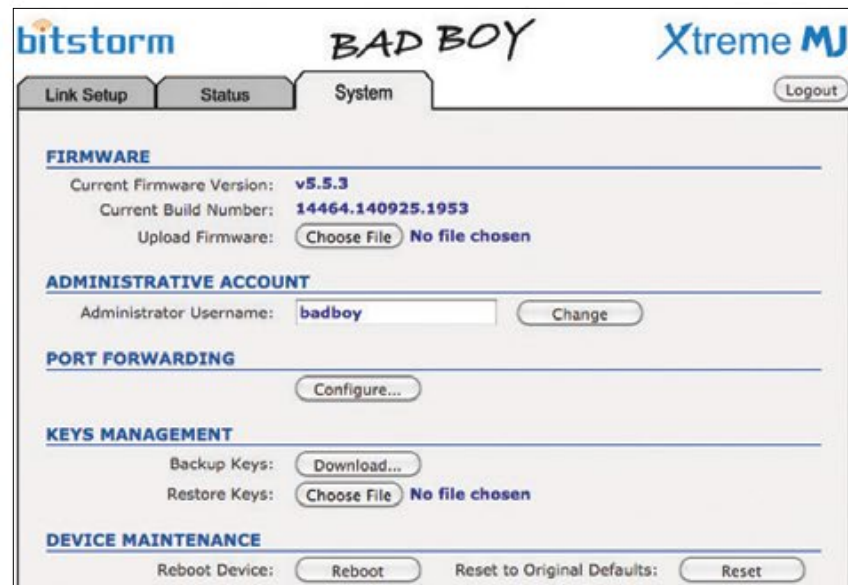
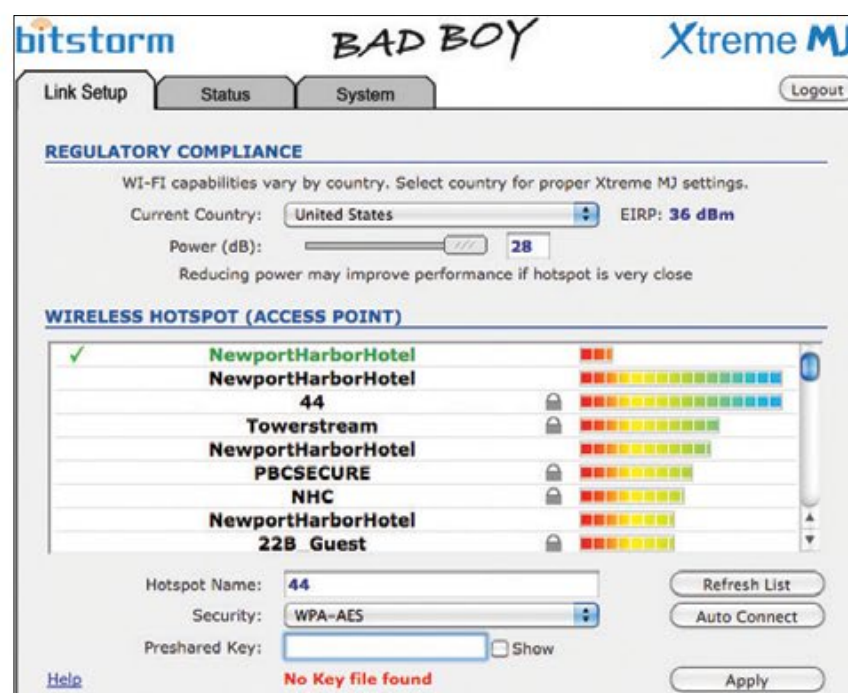
there is no wasted space in the unit. While I did not take him up on the offer, the antenna does have the smallest footprint and is ruggedly constructed. The general quality of the hardware throughout the system is excellent. I liked the unit’s compact footprint both on the rail and down below.

I found the firmware interface to be intuitive and highly functional.

Login security is required on both the Xtreme MJ radio device and the Unleashed N bridge. The antenna was designed and built for Bitstorm and is tuned to match the other components in the

system. The company is currently testing a cellular data option that it plans to roll out in the near future.

The Bad Boy Xtreme MJ (\$389) has a lovely machined and anodized aluminum case that the company says is IP67 rated (dustproof and waterproof) and protects the electronics inside from electrical interference and static charge during weather events. Costing \$40 more than the standard plastic casing around the otherwise similar Xtreme N, this is likely a worthwhile investment. There are a variety of optional mounting packages, including rail, pole and



The Bad Boy Unleashed N Wi-Fi bridge (above left) can be adjusted so your Wi-Fi network includes just your boat or the entire anchorage. Bitstorm’s software lets you quickly identify the best hot spots to tap into (top) and also gives you control over how the system functions (bottom).

backstay brackets.

The optional Unleashed N bridge is available for about \$150 and is powered by the same PoE as the radio device. It uses the connection from the Bad Boy Xtreme radio device and rebroadcasts the signal, forming its own private hot spot. Multiple computers and devices can then connect wirelessly and simultaneously to the Unleashed N for Internet and intranet connectivity. The Unleashed N's firmware allows the end user to adjust the output to as high as 33dBm (decibel-milliwatts; 50 times that of a typical home router), providing a hot spot up to a mile wide. This allows you to share your signal with other boats in the anchorage, or not. The radio device's output power can also be adjusted so that access points are not overdriven in close quarters such as a marina setting.

The company will price match with competitors.

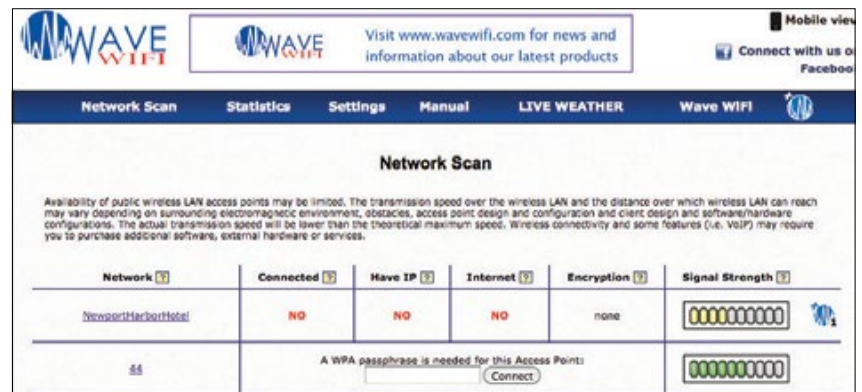
Overall, this system is perfect for the boat owner who is looking for high-quality components and options. The ability to mount the Unleashed N and the Xtreme MJ in separate locations allows the Xtreme wireless transceiver to be mounted higher for better reception, while the bridge can be located on deck or below for

better Wi-Fi connectivity with devices. The option to dramatically change the size of your boat's Wi-Fi hot spot also could be quite useful. Lastly, the firmware shows good details about system performance for those with technical tendencies.

Wi-Fi, Cellular Combined

The Wirie Pro is the latest design offered by Island Consulting. It's the brainchild of a couple who cruise their 35-foot Fountaine Pajot catamaran extensively. Of the three systems, it had my favorite firmware interface. With the integrated ability to load a SIM card for long-range 2G/3G/4G data reception for when Wi-Fi isn't available, I feel that this product is a very good buy for Internet-dependent users.

The Wirie Pro comes as an all-in-one package. Just screw the mount on the antenna and install it in a location 4 to 8 feet off the deck, run the supplied heavy-duty marine wire to a 12-volt source and off you go. The instructions are clear and easy to follow. If you have a SIM card, the box attached to the bottom of the radio device opens up for pain-free installation (access to the SIM-card holder is why the antenna needs to be within reach of the deck).



The Rogue Wave system is easy to install. Once the antenna and radio device have been mounted, the antenna cord runs to a power adapter; one wire from the adaptor plugs into your computer, the other is attached to a 12-volt DC or 120-volt shore-power supply (top). System software is simple but limited. It lets you scan for available Wi-Fi signals and displays their strength by color (middle). You can save your preferred hot spots using the Favorite Network Settings page for easy access (bottom).

A WI-FI GLOSSARY

Access Points: Hot spots that provide access to the Internet for your radio device and ultimately your onboard network.

APN: Some data providers, particularly outside of the United States, require the devices that connect to their service to manually enter an Access Point Name. Many networks do not require this and will simply work with the APN value being empty. An example of an APN is internet.t-mobile.

Cat5 cable: Industry-standard cable that connects routers and computers; they look like a large telephone cable (remember those?).

Firmware: The software that interfaces with the radio device and router system to allow you to control the network.

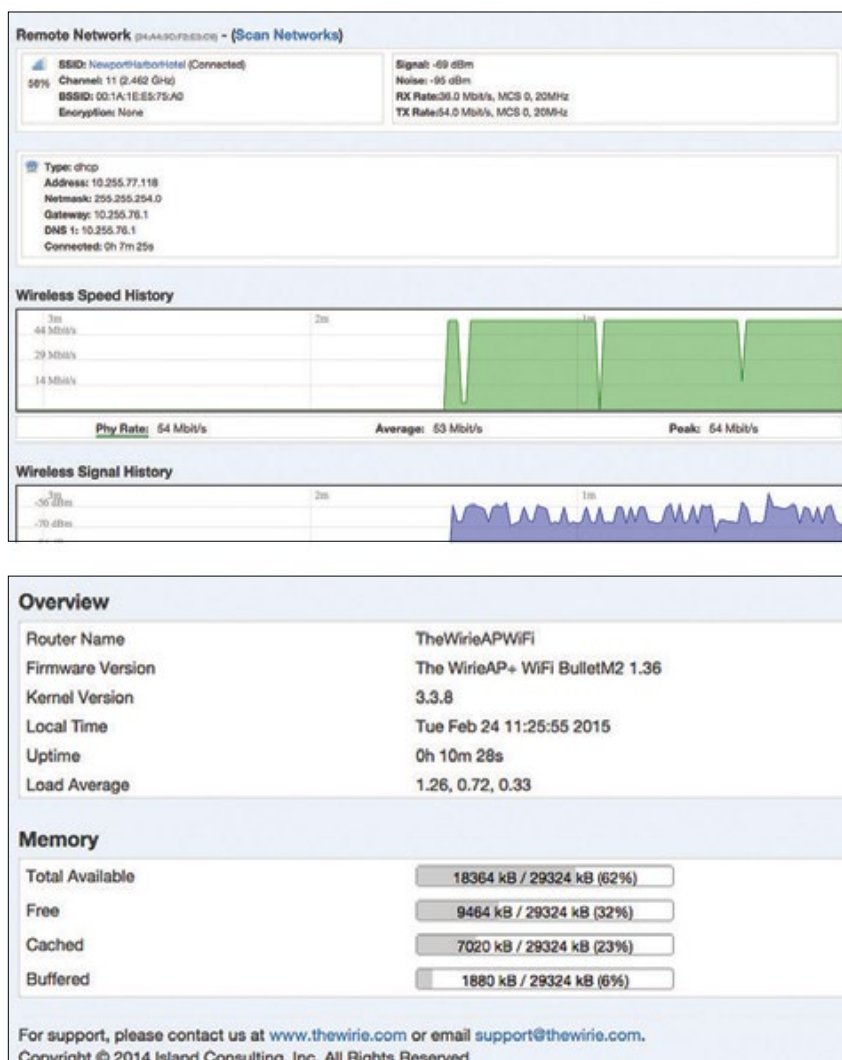
MAC address: Stands for media access control address, which is a unique identifier assigned to network interfaces. Every Wi-Fi transmitter

has a MAC address.

Power over Ethernet: Supplies power and serves as a data conduit to routers and the Radio Device over a Cat5 Ethernet cable. It makes for a clean and simple installation of these systems. Often abbreviated PoE.

Radio Device: Hardware that amplifies, sends and receives data and is the heart of your Wi-Fi system. When coupled with an antenna, it enhances the available Wi-Fi hot spots to ultimately allow your devices to surf the Internet over a possible range of several miles.

Router: A device that forwards data through networks. Most radio devices utilize a router. The Wi-Fi routers in the evaluated systems allow for added security as well as allowing multiple devices, such as laptops or tablets, to connect to the Internet through the single radio device.



The blue radio device box attached to the bottom of the Wirie antenna can be opened and a SIM card inserted to provide access to cellular data networks in addition to Wi-Fi hot spots (top). System software provides detailed information about Wi-Fi signal strength (middle) and usage details (bottom). You can invite guests to share your system and even create an advertising page so that when they log on, they'll see your products or services.

The Wirie firmware seamlessly integrates the router, radio device and cellular receiver. It is clean and intuitive to use, while supplying in-depth hardware and signal information. There is also an option to set up a login page for visitors on your network.

Wirie founder Mark Kilty notes that the SIM card's

APN, or access point name, may need to be configured to work on some networks. This is done via the Wirie software. Most wireless routers do not have SIMs (think of your typical over-the-counter hot spot), so one of the greatest selling points of the Wirie Pro is the ability to change the card out to

change cell networks. Pre-paid and local network SIM cards are available all over the world and tend to be less expensive than using non-local networks. Kilty notes that cards should only be swapped out with the unit powered down or it will not recognize the new SIM card.

The Wirie Pro's proprietary router can seamlessly roll your data activity onto the cell network if Wi-Fi is lost, and it is also the local network router. Representing 10 months of development, the router is built specifically for Island Consulting, and has an external antenna for increased range. The company also provides for varying degrees of local network access via a settings area in the firmware. For example, if the radio device is connected to a shore-side hotspot, you may wish to share this connection with guests but limit them from using the paid cell service. You can also create a Web page where you can share your boat's name or advertise any products you sell. Prospective guests will see it when they attempt to log in to your network.

With a price tag of \$649, this was the most expensive system that I tested, but with the integrated cellular router you get what you pay for. The components are heavy duty and built to withstand the marine environment. Since the antenna, radio device, local router and cellular data system are all one connected unit, it does need to be located in a safe place away from hard knocks, and the Wirie Pro looks a little bulky when compared to the other products when it's installed. Island Consulting also builds systems that are Wi-Fi-only (the Wirie AP+ at \$399) and 2G/3G/4G only (the Wirie XG at \$499).

As our *Lyra* is an Internet-dependent cruising boat, my personal choice would be the Wirie Pro. In a world where more and more Wi-Fi stations are locked down with passwords, and cell networks are getting more ubiquitous, less expensive and faster, integrating the Wi-Fi system with cellular data makes a lot of sense. The Wirie Pro performed beautifully and the firmware interface is outstanding. It should be clear that the installation will be a little bit bulky and should certainly be in a protected location.

Conclusion

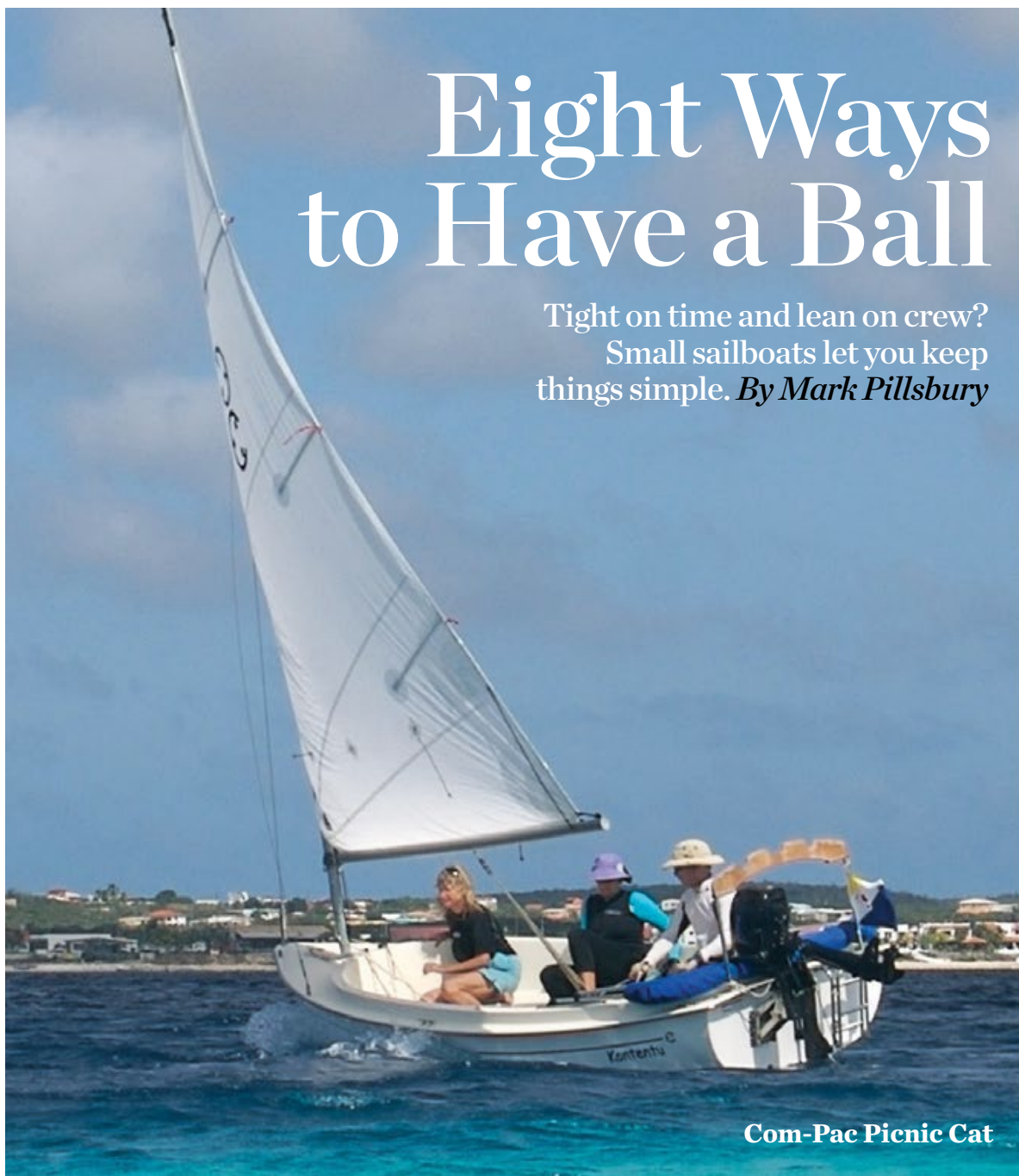
While it is possible to source the parts and build an onboard Wi-Fi radio device and local network yourself, as I did years ago for *Lyra*, the pricing of these complete systems is competitive and the proprietary firmware that each company supplies with its product is well worth a few extra bucks.

I have toxic memories of juggling a couple of hot spots, phones and Wi-Fi in order to send or receive critical information during the winter of 2013-14 while we were cruising aboard *Lyra*. At that time, my wife, Jen, was working remotely to produce this magazine, and connectivity was a must. Each of the Wi-Fi systems in this article would have been an improvement over our older Bullet 2HP-based unit, and the Wirie Pro's integrated cell data with its boosted range would have saved us many hours and headaches while we attempted to get a connection up and down the East Coast.

Green Brett lives in Newport, Rhode Island, and is owner of On Watch Sailing (onwatchsailing.com), a day-sail charter company on Narragansett Bay.

Eight Ways to Have a Ball

Tight on time and lean on crew? Small sailboats let you keep things simple. *By Mark Pillsbury*



Com-Pac Picnic Cat



Astus 20.2



Topper Argo



Sage 17

Like most sailors, I'm a devout subscriber to the credo "You can never have enough boats." So though I already maintain our family cruising sailboat, a sailing pram, a rowing dinghy, a couple of kayaks, a stand-up paddle board, one inflatable and two deflatables, I can't help but yearn for a small sailboat I can easily launch myself, store on a trailer and, well, you know, have a ball sailing.

With that in mind, I spent some time this past winter poking around boat shows and checked in with friends to see what small craft they'd sailed lately that might fit the bill. Here are a few daysailers, pocket rockets and sportboats that would look pretty good sitting in the yard, ready to go.

The **Catalina 14.2** comes in a couple of different configurations. For sailors who like strings to pull, the original model, of which more than 5,000 have been launched, is sloop rigged and comes either with a retractable centerboard and

kick-up rudder for beaching and trailering, or with a high-aspect lead keel that would work fine for a boat sitting at a dock or mooring. The boat was designed for family sailing. Bench seats line the cockpit, and there's plenty of room for a couple of adults or to pile in the kids. Depending on where you live, there may even be an active one-design fleet, should you be bitten by the racing bug. The 14.2 is also available in the Expo model with a single sail that furls around the mast for storage. Find a boat-show promotion and you'll be sailing, with a trailer, for about \$9,500.

Zim Sailing builds and imports a range of small craft here in the States, and one of their models, the 14-foot **Wanderer**, looks like quite a versatile family daysailer. The little sloop is built by Hartley Boats in England. Hull and deck are made from fiberglass and polyester resin with a foam core. Flotation tanks are molded in for safety. The foredeck is covered and provides storage under for coats and

daypacks. Roller furling and spinnaker gear can be added as options. Zim sells the basic boat and trailer for \$12,000; add as many toys as your wallet allows.

Another diminutive and beachable daysailer is the 14-foot **Com-Pac Picnic Cat**. The boat was designed by Clark Mills and is built by Com-Pac Yachts in Clearwater, Florida. The builder currently has a dozen models, ranging from the Picnic Cat to a 27-foot cruising sloop and an electric-powered launch. The Picnic Cat draws just 6 inches of water with its centerboard up, and 2 feet, 8 inches with the board down, making it a true thin-water sailer. The boat's fitted out with a gaff-rigged mainsail, and a boom crutch spans the stern to keep the spars out of the way when not in use or secure when trailering. To make launching easy, the company has devised what it calls the Mastendr Quick Rig Sailing System, in which the mast, sail and boom all remain attached to the mast stub when down. Options include a



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Catalina 14.2



Hunter 18



WindRider WR17



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Like Catalina and Com-Pac, Hunter Marine (now Marlow-Hunter) has been in the small-boat business for decades. Its **Hunter 18** could be called a family sailing machine. A kick-up centerboard and rudder allow the boat to be safely beached and easily loaded on and off a trailer. The open daysailer is small enough to be handled by a novice crew, but with a beam of 7 feet, there's room for four adults. The

boat's designed with hard chines, which give it added stability and a slippery profile through the water, and has a deck with molded-in nonskid for sure footing. A small canvas-covered area forward of the mast gives you room to store lunch and gear. Add the optional spinnaker package and you'll keep things interesting for the old salt in the tribe. For a boat that's ready to sail and with a kite and trailer, expect to pay about \$15,200.

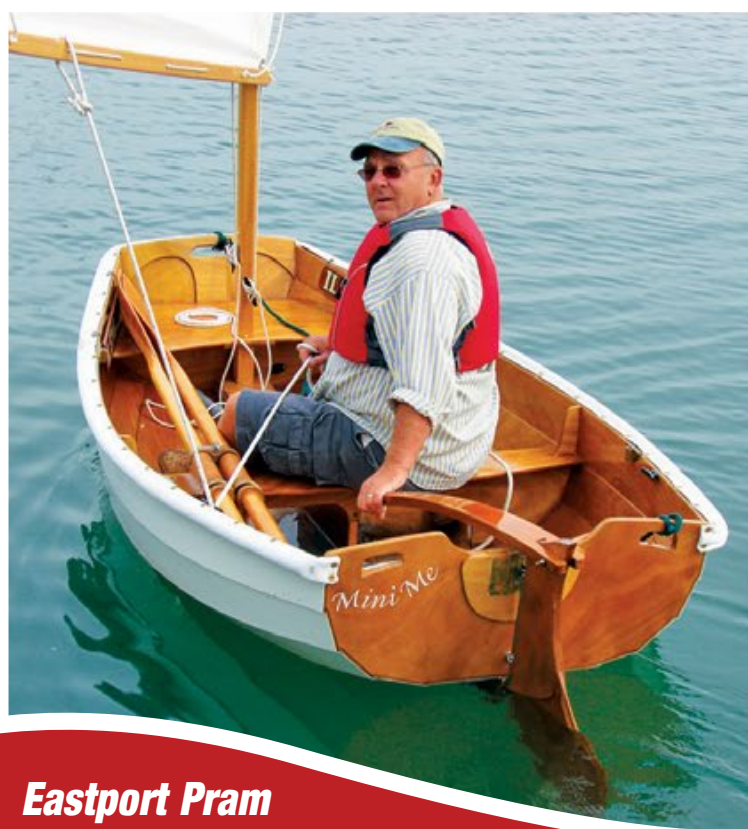
When it comes to pocket-sailing daydreams, the cruising side of my brain conjures up a tidy little boat I could drive

to a mountain lake or south some winter to explore the shallow waters of the Gulf Coast. The **Sage 17**, designed by Jerry Montgomery and built by Sage Marine in Golden, Colorado, is just such a craft. The fiberglass hull is hand-laid using vinylester resin, while the transom, deck and cabin top are a carbon-fiber and balsa-cored composite sandwich to save pounds and reduce the weight needed in the centerboard. Down below, there is no compression post for the deck-stepped mast, so the entire V-berth is open for sleeping (a head is stashed underneath).

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Hartley Wanderer

The simple interior also has seats just inside the companionway with sitting headroom.

Two 78-inch bench seats line the cockpit, long enough for sleeping outside in fine weather. Builder rep Dave Scobie says the 7/8 fractional mast is easy to step. The rig's set up for main, working jib and lapper sails, and a spinnaker package is also available. Throw in the transom-mounted swim ladder, motor mount and kick-up rudder and the Sage 17 is pretty much ready to go anywhere there's a boat ramp. The boat with sails and a trailer

sells in the \$25 grand range. The company is about to launch a 15-foot sibling that should be available for \$15K to \$18K.

Meanwhile, the go-fast me screams, "Get aboard the Astus!" Designed by Jean-Hubert Pommois and built in France, the **Astus 20.2** is imported to the U.S. by WindRider, which has its own line of roto-molded trimarans (more on these in a minute). The Astus' fiberglass hulls are resin infused and foam cored; they're connected by telescoping anodized aluminum akas, which when compressed allow the 20-foot-wide craft to fit in a standard slip. All up, the boat weighs in at around 800 pounds. The model I had a peek at had a cuddy cabin that ended at about the mast, but there's an option for a larger house with bunks for two. With the kick-up rudder and centerboard raised, the boat draws just 9 inches and would be easy to trailer. If I were ordering one, I'd definitely go for the square-top main, bowsprit and colored sails. The fun begins for about \$35,000.

The **WindRider WR17**, a sturdy-looking plastic-hulled tri, looks like it

would be a hoot to sail as well. Unlike the Astus, which had a full cockpit and plenty of room to sit out on the trampolines, the WR17 is designed for two people, who sit in kayak-style seats. The boat is steered with foot pedals, which leaves the skipper's hands free to play with the sheets. A Turbo Reacher kit is available to add an off-the-wind sail to the main and jib that come standard. Call it the thrill-seeker package. The standard boat sells for right around \$10,000.

One more nearly indestructible roto-molded boat that's worth a look is the **Topper Argo**, a big sister to Topper's Taz line of affordable family boats. With plenty of buoyancy, the Argo accommodates up to four crewmembers (two are recommended for racing), and with its chined hull it's stable but quick in light winds. Other cool features include a watertight storage compartment (for phones or iced beverages) and a trapeze option for nimble crew. Pop the kite and start the fun for right around \$12 grand.

Mark Pillsbury is CW's editor.

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Keep It Simple

The Xc 35 from X-Yachts will meet the needs of a sailor who's looking for a lot in a little less boat. *By Mark Pillsbury*

Over the last few years I've been lucky to sail aboard a few different models from Danish builder X-Yachts. For the sake of full disclosure, I'll admit that I've found a lot to like on all of them. Designer Niels Jeppesen knows how to draw a slippery hull. The boats have rigs sized to drive them in light air, but when the breeze comes on, they stand up well to their canvas. The deck layout and lines favor the sailing part of the equation more than the life-on-the-dock side of things. And with the sails sheeted in and the rail down, you're just about guaranteed to have a smitten grin plastered on your mug, the very same one I found myself with one day last fall when our Boat of the Year judges turned the wheel of the Xc 35 over to me to drive for a spell.

X-Yachts produces three lines of sailboats: flat-out racers, the P range of performance cruisers and C models intended for cruisers who value good sailing capabilities. Compared with

their P cousins, the cruising boats tend to be a little heavier foot for foot, and they have deeper hulls with more of a V shape below the waterline to increase stability in a seaway.

The Xc 35 is the smallest model in a range that includes a 38-, 42-, 45- and 50-footer. In explaining the boat's design brief, the builder said it's intended for new sailors but also for owners who are ready to move into something smaller and more manageable, but who still want a good performance cruising boat. From a stainless-steel and teak A-frame that covers the anchor, to an electric windlass and teak side decks, the Xc 35 comes with a fair number of options, so a buyer can choose how much to spend above a basic sail-away price — about \$260,000 delivered to the U.S. — and how complicated he or she wants the boat to be.

For our test sail on Chesapeake Bay, we had plenty of breeze to work with and tucked in a reef early on, though

with the full main up and the 107 percent jib (on a Profurl furler; a 135 percent genoa is an option) fully rolled out, the boat showed no inclination to round up, even with the rail buried. The Jefa steering was butter smooth, just as it should be. We found that the single-line reefing system was easy to use, a big plus for short-handed crews. With the anemometer reading in the high teens, we rolled along at 7.4 knots. I mentioned the grin, right?

Standing behind the twin wheels, visibility of telltales and our surroundings was quite good. X-Yachts uses a double-ended German-style main sheet that's led aft under the deck to winches just forward of each helm. When driving, they're easy to reach, as are the primary sheet winches just forward. Heeled over, I liked the footrests for the helmsman and I found a comfortable perch on the side deck. Moving about the cockpit forward of the wheels, I found myself searching for good things



With a plumb bow and stern, the Xc 35 makes the most of its 34-foot waterline (opposite). The teak tabletop in the saloon folds to open up the main cabin and has drawers below for storage (top). A double-ended German-style mainsheet and rigid boom vang provide options for shaping the main (above left). The cockpit is roomy, with seats long enough to stretch out and take a nap (above right).

to brace against and hold onto; if I were buying the boat, I'd definitely spring for the optional cockpit table.

The boat we sailed had a windscreen and dodger, perfect for watch standing in nasty weather. I loved the companionway, which felt very secure when moving up and down the four steps leading below.

Though X-Yachts has begun using a carbon-fiber structural ring to carry loads in its Xp models, the Xc 35 utilizes the company's older technology, a steel frame that's bonded to the hull below the sole, bearing the strain of the mast, rigging, keel and engine. Both the hull and deck are cored with Divinycell foam. Most of the company's boats are built using epoxy resin but the Xc 35 is vacuum-bagged and infused with polyester resin (with epoxy as an option) to keep costs down. There are a couple of options for L-shaped lead keels, a standard 6-foot-2-inch foil or a shoal draft one that's a foot shorter.

During our anchoring test, the BOTY judges found that the stainless A-frame

covering the anchor made it difficult to reach the hook; on the other hand, it provides a solid place for attaching downwind sails, something you'd want for better performance off the breeze.

The layout down below is simple but I found it quite attractive. Straight settees line either side of the saloon, and a teak centerline table sits just aft of the mast and opens for dining. The teak interior woodwork is lovely to look at, as is the teak-and-holly sole. Large opening ports on either side of the cabin house and an opening hatch overhead should provide lots of air and light. Ports in the hull will add to the brightness on a sunny day.

The V-berth, with hanging lockers to either side of the entry, felt roomy enough; there's an aft double cabin to port, also with a locker. The head and shower are to starboard at the foot of the companionway, providing a handy wet locker for foul-weather gear; aft of the shower area there's an access door to a generously-sized storage area under the starboard cockpit seat.

X-YACHTS XC 35

LOA	34' 0"	(10.36 m.)
LWL	31' 6"	(9.60 m.)
Beam	11' 6"	(3.52 m.)
Draft	6' 2"/5' 2"	(1.9/1.6 m.)
Sail area	704 sq. ft.	(65.40 sq. m.)
Ballast	4,741 lb.	(2,150 kg.)
Displacement	14,222 lb.	(6,450 kg.)
Ballast/D	.33	
D/L	203	
SA/D	19.2	
Water	65 gal.	(245 l.)
Fuel	44 gal.	(165 l.)
Holding	15 gal.	(57 l.)
Engine	29 hp Yanmar, saildrive	
Designer	Niels Jeppesen	
Price	\$260,000	

X-Yachts
860-536-7776
x-yachts.com

SEA TRIAL

Wind speed	10 to 20 knots
Sea state	2 feet
Sailing	
Closehauled	7.0-7.4 knots
Reaching	7.7 knots
Motoring	
Cruise (2,400 rpm)	7.1 knots
Fast (3,000 rpm)	7.7 knots

An L-shaped galley is to port of the companionway and includes refrigeration, stove and oven and double sinks. For its size, there's a reasonable amount of storage for dishes, pans and food. Access to the 29-horsepower Yanmar engine and saildrive is excellent, with removable panels on either side and lift-up companionway stairs in the front.

All in all, X-Yachts saw an opportunity in the market for a well-performing coastal cruising sailboat of modest size, and chose to offer it with numerous options so it could be configured to meet the needs of a particular owner. From its plumb bow to the fold-down swim platform in the transom, I liked the looks of the Xc 35. With the sheets taut and sails full, I liked the way it sailed too.

Mark Pillsbury is CW's editor.



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Spring Things

Check out this gear to get your season started right.

By Jen Brett

1 The new life rafts from Crewsaver are designed for the recreational market and are available in sizes to accommodate four to 12 people. The rafts have a 12-year fabric and seam warranty and an extended three-year service interval. **\$1,500 and up; crewsaver.com**



2 Don't forget your eyes when getting ready for the sailing season. The polarized Blue Water lenses from Revo (shown here in the Harness frame) are made for cutting glare in bright conditions on the water. The lenses provide a tint without altering natural colors. **\$180; revo.com**



3 Need a new ride? The Walker Bay Odyssey Superlight center-console RIB is designed to carry two people in comfort. At only 10 feet and weighing 318 pounds, the RIB planes easily with the standard 9.8 hp engine. The hull is foam cored to maximize buoyancy. **\$9,695 (with 9.8 hp Tohatsu outboard); walkerbay.com**



4 The new wireless, solar-powered wind instrument from SailTimer features an innovative wind-cup design that maintains wind accuracy even when the boat's heeled. Smaller than traditional masthead-mounted units, the SailTimer is only 7.4 inches tall, just over 8 inches wide and weighs just 9 ounces. Wireless data is transmitted via Bluetooth; it is NMEA 0183 compliant and will work with a variety of third-party apps. **\$450; sailtimerwind.com**



5 If your anchor doesn't fit quite right on your bow roller, take a look at the Anchor Mate from Mantus Anchors. It attaches to the bow roller and adjusts to fit your anchor. The simple, heavy-duty stainless-steel device keeps your anchor secure and eliminates wobbling. **\$71; mantusanchors.com**



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Fleet Expansions Near and Far

TMM Yacht Charters, which after 33 years in the business operates three well-established bases throughout the Caribbean, continues to add to the fleet.

New to the British Virgin Islands flagship location is *Critical Window*, a 2015 Beneteau Oceanis 41, with two double cabins and two heads. Catamarans added in the BVI include *Trinity*, a 2014 Fountaine Pajot Mahe 36, with two double cabins and two heads; *Heart of Gold*, a 2014 Fountaine Pajot Lipari 41, with four double cabins, two single berths and two heads; *Lucy*, a 2014 Aeroyacht Alpha 42 with four double cabins and two heads; and *Ohana*, a 2015 Fountaine Pajot Helia 44 with three double cabins, one single berth and three electric heads. For more details about the fleet and TMM's other bases in Belize and St. Vincent, contact the company (sailtmm.com).

10 New Boats for Lake Superior

Superior Charters in Bayfield, Wisconsin, offers more than 40 sailboats for bareboat and crewed exploration of the scenic Apostle Islands on Lake Superior in summer. The company recently added 10 new Jeanneau monohulls to its fleet. Peak sailing season is July and August; Superior offers a 15 percent discount from May 22 to June 24 and a 10 percent discount from Sept. 10 to Oct. 4 (superiorcharters.com).

Rhode Island Fleet Expands

Bareboat Sailing Charters in Newport, Rhode Island, has added two Helia 44 catamarans, available in three- or four-cabin versions, for summer cruising in southeastern New England. Amenities include twin 40 hp Volvo diesel engines, wheel steering, autopilot, shore power system, cabin fans, refrigerator, stove, oven, microwave, bimini top, cockpit shower, GPS color navigation and 10-foot dinghy with outboard motor. Other vessels in the fleet include a selection of



Critical Window, a Beneteau Oceanis 41 in the TMM Yacht Charters fleet, features a user-friendly drop-down transom/swim platform.

Jeanneau and Beneteau monohulls. For details contact the company (bareboatsailing.com).

Changing of the Guard

Capt. Chet Shubert and his wife, Patti Shubert, are the new owners of **Yachting Vacations** and **Gulf Coast Sailing and Cruising School** in southwest Florida. Chet is a U.S. Coast Guard-licensed captain with decades of worldwide sailing experience. He's also an award-winning instructor certified for the American Sailing Association curriculum. Former owners Jean De Keyser and Mila Cueva De Keyser are assisting the Shuberts during the transition and will continue to organize ASA charters and flotillas in the Mediterranean in 2015 under the name **Med Sailing Adventures**. For details contact the company (yachtingvacations.com).

Jessica Engelmann has joined **Northrop & Johnson's** Fort Lauderdale office as a charter broker (northropandjohnson.com).

Moorings Power Cat Added

The Moorings has added the successful Moorings 514 power catamaran to four more of its worldwide bases in 2015. The Robertson & Caine-built cat, currently available for charter in the Bahamas and in the British Virgin Islands, has been added to the base in St. Martin and will be added to the base in Agana, Croatia, in May. In July, the 514 PC will be added to Caribbean bases in St. Lucia and Grenada. For details contact the company (moorings.com)

Elaine Lembo

COMPANIES ADVERTISING THIS MONTH

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FPP Canal Boating	888-652-3969	p.76
Dream Yacht Charters	866-776-8256	p.71
Tortola Marine Management Ltd.	800-633-0155	p.73
Conch Charters Ltd.*	877-521-8939	p.69
NCP & mare	+385-22-312-999	p.76
Annapolis Bay Charters*	800-991-1776	p.70

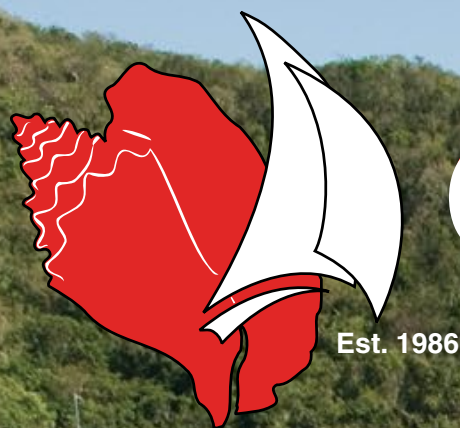
Barefoot Yacht Charters*	784-456-9256	p.77
CYOA Yacht Charters	800-944-2962	p.75
Sail Caribe	866-381-7609	p.77
Fair Wind Sailing Inc.	866-380-SAIL	p.76
Southwest Florida Yachts*	800-262-7939	p.78
Cruise Annapolis	443-949-9481	p.74

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This directory is a list of charter companies advertising in this charter section; it is not an endorsement by the editors. Classified advertisers not listed. Listings are arranged in fleet size order.

"Charter companies" listed maintain fleets of bareboats and report that they maintain chase boats/personnel, carry liability insurance, return security deposits in 10 working days, deliver the boat contracted (or same size, type, age, condition, or better), supply MOB gear and offer pre-charter briefings. "Brokers" are not affiliated with any charter company; they book private or company-owned boats, crewed or bareboat.



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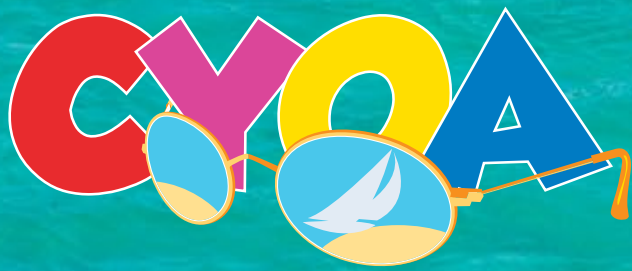
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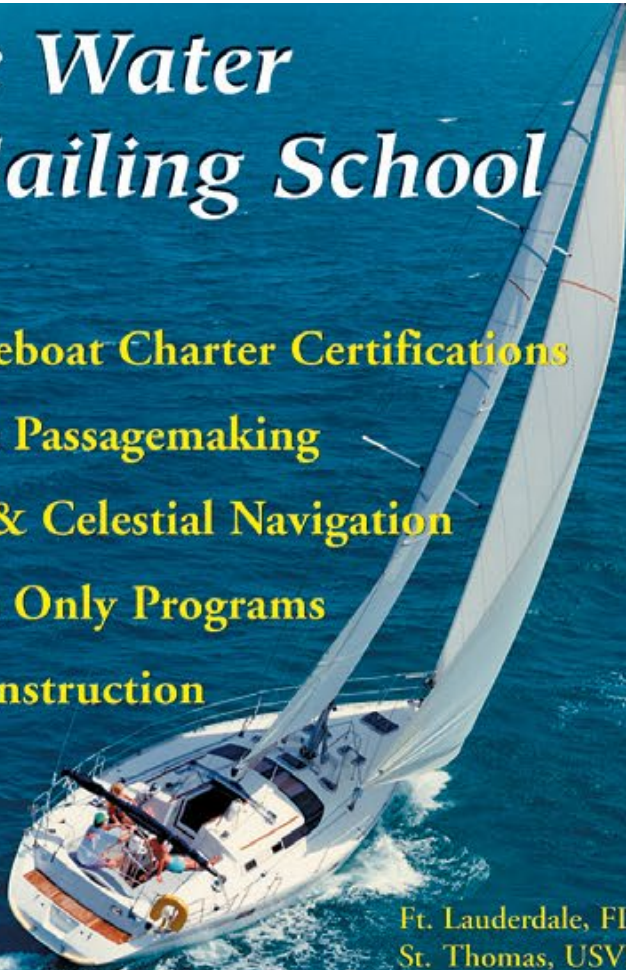
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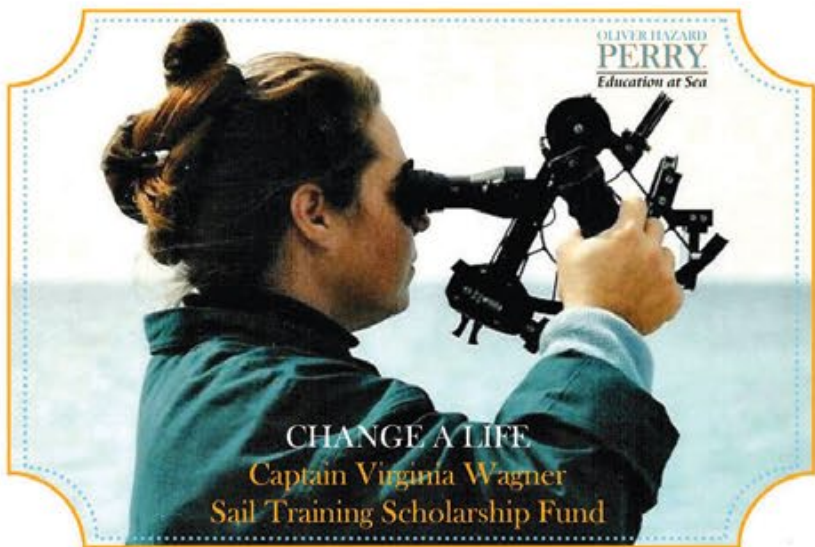


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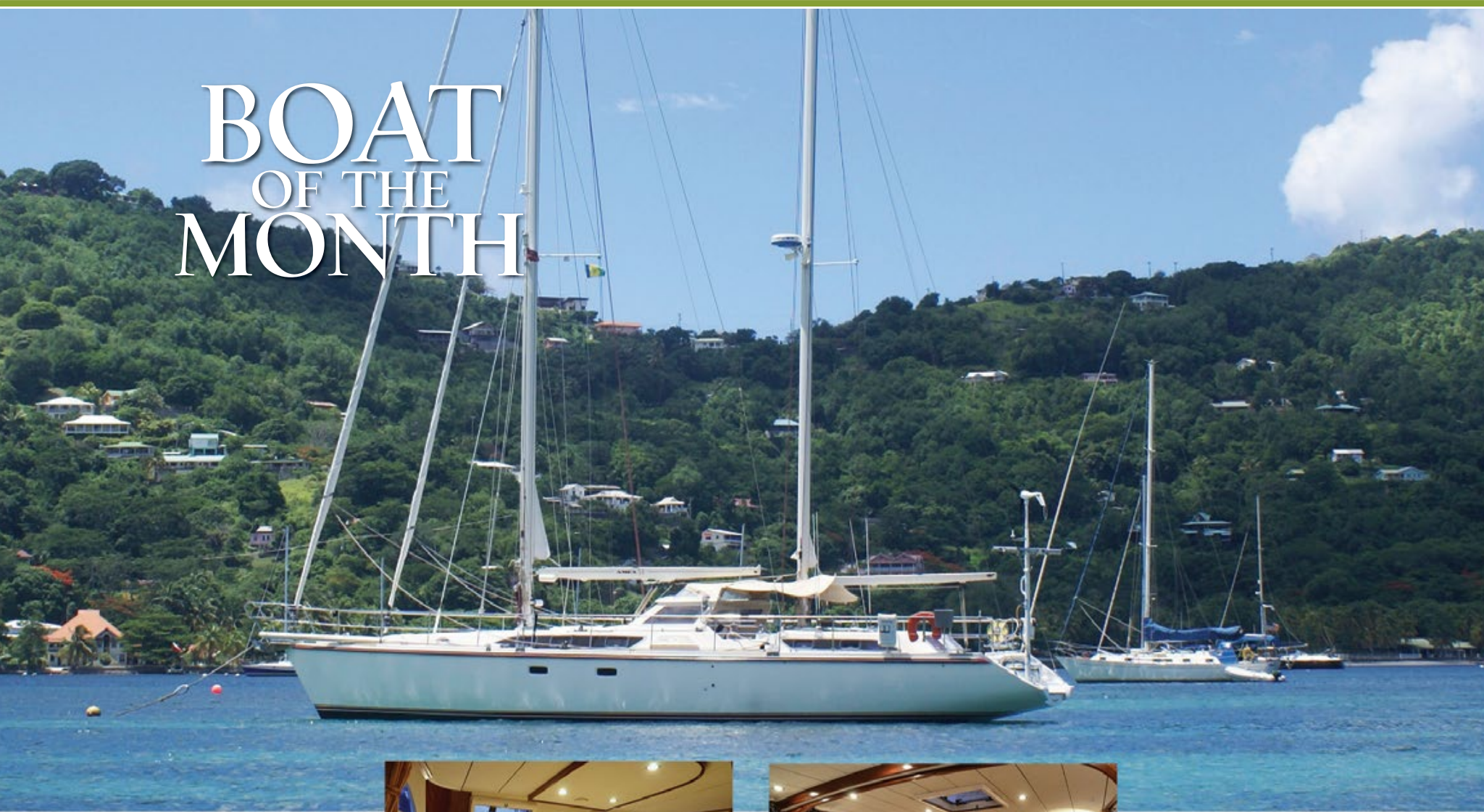
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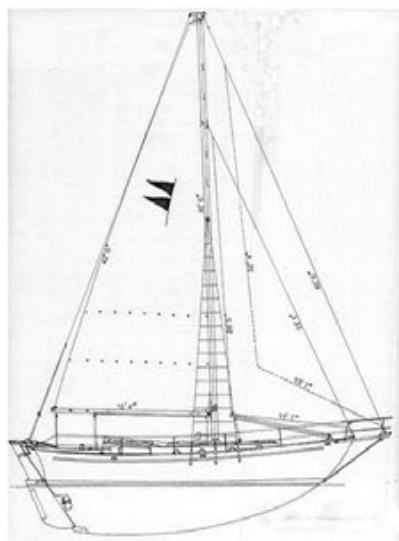
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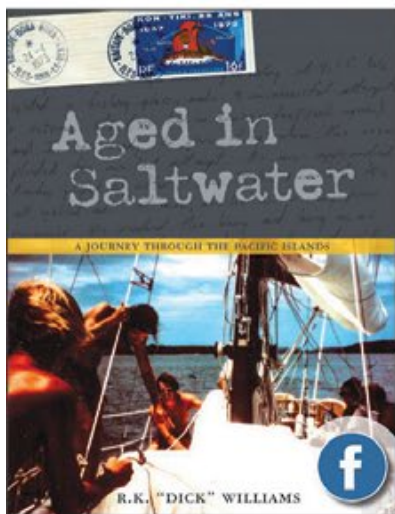
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Double Dread's Dream

We were walking along a low ridge overlooking a nestled anchorage on the Caribbean island of Anguilla when we first encountered him. A black man with long dreadlocks, a fellow neither short nor tall, his height the only thing average about him.

In fact, he was built like an NFL defensive lineman, or an Olympic weight lifter, thick and wide. His powerful arms and graceful athleticism were both on display when, with an easy swing of his long knife, he lopped off the crown of a coconut, drank deeply and returned our stunned gazes.

Frankly, the dude was seriously intimidating.

Then he caught my girlfriend Annie's eye and flashed a grin as broad as his shoulders. "You don't be scared of a man with a machete," he said to her. And then, a few moments later: "My name is Double Dread."

Only later did I realize that our chance meeting with this laid-back gentle giant embodied almost everything about our visit to Anguilla. It was one pleasant, unexpected surprise after another.

The funny thing is, without ever having set foot on the place, I'd laid eyes on the low-lying island, due north of its bigger, more popular neighbor St. Maarten, on countless occasions. Over the years, I've been in and out of that Dutch/French isle many times, visiting friends, racing sailboats and even working on the annual St. Maarten Heineken Regatta (oddly enough, in the "small-world department," Cap'n Fatty Goodlander once had the same gig).

In that latter role, as part of the press team, photographer Bobby Grieser and I always loved taking a photo boat to a spot called Blowing Rocks off Anguilla's southwestern point. The rocky outcropping was actually a mark on the course

the racing yachts needed to round, and Bobby's images of billowing spinnakers offset against the close, flying spume were always spectacular. Anguilla's shore was practically a stone's throw away, but that's as near as I ever got to it.

That is, until last spring.

We'd chartered a sailboat from Marigot, the capital of the French half

photograph of our Road Bay anchorage, ran smack dab into Double Dread.

Everyone has their own reasons for loving sailing and cruising, but there are some common themes: an affinity for the water, the adventure of discovering new places, acquiring special skills and employing them to interact with the wind and waves. At the top of the list, for me at least, are the people and characters you meet along the way: your fellow sailors, of course, with whom you share intimate, common bonds; and the locals whose paths you

cross in far-flung locales, who almost always end up defining the place in the most unique, special ways possible.

That was certainly the case with Double Dread.

Like everybody, he had a particular dream, which he laid out in some detail, his machete a wand that pointed toward the future. He waved it a few yards inland, over there, by the oldest tree on the island. That's where he'd cleared the land and where he'd build his bar. With

another gesture he aimed it seaward, over here, to the spot that the open-air patio with the ocean views would be erected.

We all could see it. Crystal clear. What a wonderful place. It was beautiful.

As we bid him farewell, he called out, "Come back next year. Have a drink with fresh coconut milk!" He punctuated this with the coconut in his other hand.

Strolling onward, we wondered, was Double Dread real? Or, more to the point: Was his dream?

Truly, it doesn't matter either way. Still, we need to go back and find out.

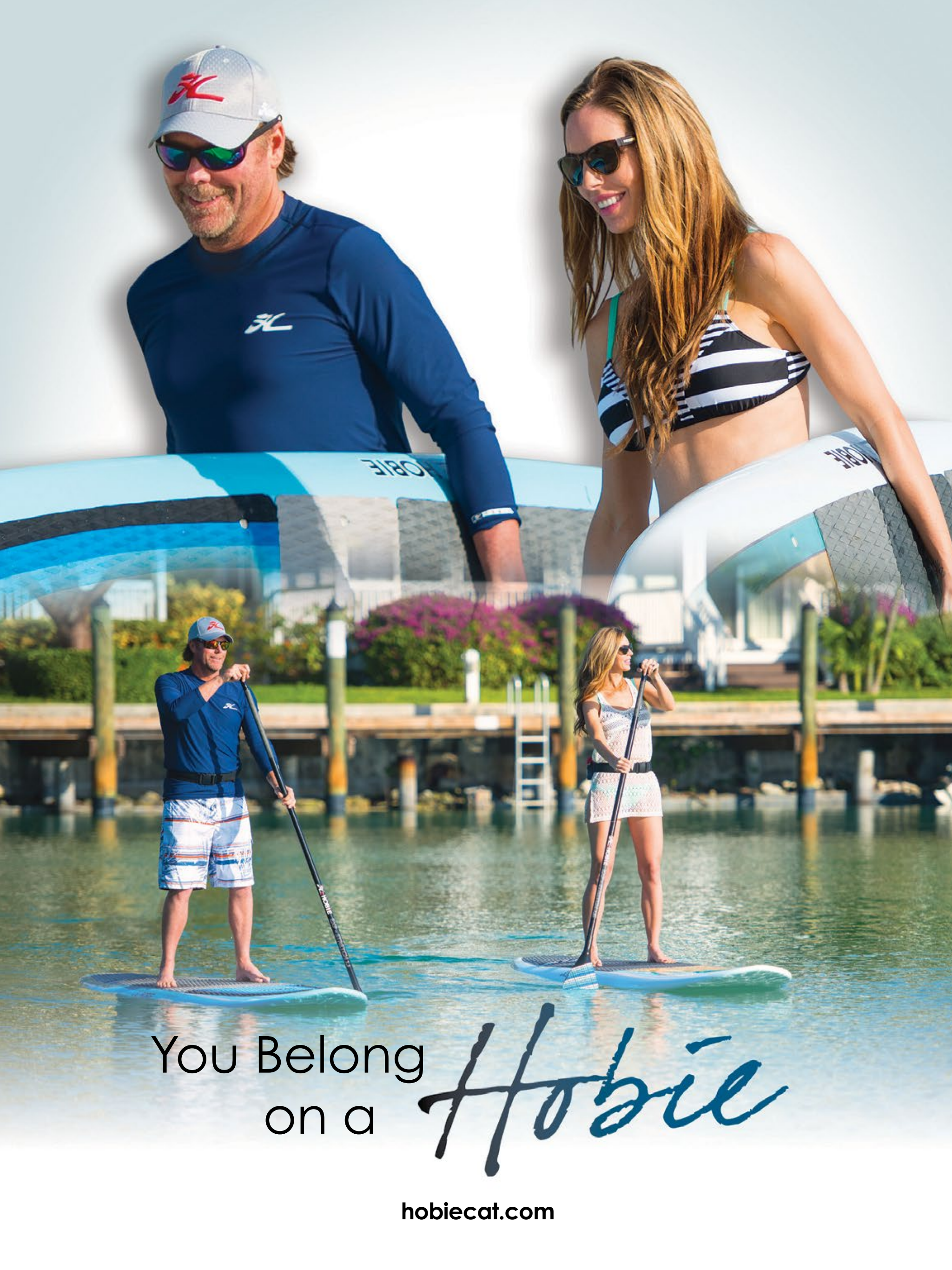
Herb McCormick is CW's executive editor.



Near this distinctive tree on a ridge with a drop-dead view of Anguilla's snug harbor of Road Bay, an islander with a singular vision is making some grand plans.

of St. Maarten, and were eager to head south to St. Barth's on a sort of French West Indies-themed vacation sail. In other words, nearby Anguilla — a British overseas territory — wasn't exactly a high priority. But on a sailboat, weather rules, and the prevailing easterly trade winds were absolutely honking, gusting at over 30 knots. St. Barth's, we reckoned, wasn't going anywhere, so instead we unrolled the jib and let the easterlies blow us quickly across the Anguilla Channel, where we tucked behind the flat, horizontal island of the same name.

A day later, as the trades howled still, we hiked up what constitutes a hill in Anguilla, and while angling to find the best place to take a panoramic



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